

Exhibit E

UNITED STATES DISTRICT COURT
SOUTHERN DISTRICT OF NEW YORK

-----X
AUTOMOBILE CLUB OF NEW YORK, INC. d/b/a
AAA NEW YORK AND AAA NORTH JERSEY, INC.,

Plaintiffs,

11 CIV 6746
(RJH)

v.

AFFIDAVIT

THE PORT AUTHORITY OF NEW YORK AND
NEW JERSEY,

Defendant.

-----X
STATE OF NEW YORK)
)ss.:
COUNTY OF NEW YORK)

MICHAEL FABIANO being duly sworn deposes and says:

1. I am the Chief Financial Officer for The Port Authority of New York and New Jersey (the "Port Authority") and I make this affidavit in opposition to plaintiffs' application for preliminary injunction and in support of the Port Authority's motion to dismiss. I am fully familiar with the facts and figures set forth in this affidavit. This affidavit sets forth the actual and projected financial data for the period 2007 – 2020 for the Interstate Transportation Network ("ITN"), which shows that the ITN has been and will be operating at a deficit even with the toll increases when the cost of operations and allocated expenses, direct payment of capital expenditures and debt service allocated to the Port Authority's Consolidated Bonds issued for capital expenditures and the private financing of the Goethals Bridge replacement project, and payments into the General Reserve Fund required as a result of the issuance of such Consolidated Bonds and private financing, in each case for the ITN are taken into account.

A) Description Of The Interstate Transportation Network And An Overview Of Its Capital Investment Needs

2. The Port Authority owns, operates and maintains the ITN which consists of four bridges (George Washington, Bayonne, Goethals and Outerbridge Crossing), two vehicular tunnels (Holland and Lincoln), the Port Authority Trans-Hudson rail system (“PATH”), three bus terminals (Port Authority Bus Terminal, George Washington Bridge Bus Terminal, the Journal Square Bus Terminal), and the Trans-Hudson Ferry Service (in which the Port Authority has made significant capital expenditures for terminal development). The Port Authority does not receive tax revenue, making its toll and fare structure the primary means of funding the region’s critical ITN.

3. Most of these facilities are over a half-century old. During 2010, the bridges and tunnels handled over one-hundred and twenty-one million vehicles. The bus terminals had 3.3 million bus movements serving 74.6 million passengers. The PATH system served 73.9 million passengers on an average of 247 thousand passengers per weekday. The progressively higher volumes of traffic and heavier weight of vehicles using the bridges and tunnels results in the need for more frequent capital repairs. The agency infrastructure now requires significant ongoing maintenance and regular capital investment to sustain operational safety and a state of good repair. The ongoing PATH safety program includes installation of improved tunnel and station ventilation systems, emergency access/egress stairways and additional standpipe systems. Port Authority investment in the George Washington Bridge Bus Terminal will include amounts to build new bus platforms and a new passenger waiting area. The Port Authority Bus Terminal and Journal Square Transportation Center will receive investment for state of good repair projects, security enhancements and rehabilitation.

4. Over the next ten years, the Port Authority must begin work on critical infrastructure projects in order to safely support future transportation needs on the ITN. During this period, the Port Authority is planning to expend \$10.786 billion on capital improvements to maintain the ITN.

5. The \$10.786 billion Preliminary Capital Plan for the ITN facilities for 2011-2020 is based on projected needs for capital expenditures over the next ten years. This plan is preliminary since it has not yet been approved by the Port Authority's Board of Commissioners and subjected to the required gubernatorial review. A copy of the Preliminary Capital Plan is annexed hereto as Exhibit "A."

6. The planning process for developing the proposed ten-year capital plan is based on a number of factors including incorporating the existing and future capital projects to support the ITN's facilities, determining the agency's capital capacity based on projected sources and uses of funds, and the prioritization of projects. The cover page of Exhibit "A" is a summary of capital expenditures by ITN facility over the 2011-2020 period. Pages 1-10 of Exhibit "A" provides a line item detail of capital expenditures by ITN facility, project number, project title and dollar amount.

7. The following are major highlights of the projects planned for the ITN within the Preliminary Capital Plan for 2011-2020.

- (a) The George Washington Bridge was opened in 1931. Its suspender ropes have never been replaced and have reached the end of their useful life. The Triboro/Robert F. Kennedy Bridge, The Bronx-Whitestone Bridge and the Verrazano-Narrows Bridge were all built after the George Washington Bridge and have had some or all of their suspender ropes replaced. The total cost of

replacing the suspenders is more than one billion dollars of which \$544 million is planned through 2020 (*see* Exhibit “A”, p. 6, CB04-207 - \$12.3 million; p.7, project CB04-319 - \$531.7 million).

- (b) The Bayonne Bridge over the Kill Van Kull will be rehabilitated to increase its vertical clearance to accommodate shipping and to meet modern highway and structural design standards. The bridge, which has a 151-foot air draft (the distance from the water’s surface to the underside of the bridge’s roadway), already presents a navigational challenge to some ships. Raising the bridge will permit navigation by the large ships which will transit through the Panama Canal after its expansion in 2014. This is necessary to maintain the competitiveness of the metropolitan region’s marine terminals and ports and simultaneously permits modernization of the structure. The total cost of the project is more than \$1.28 billion (*see* Exhibit “A”, p.8, projects CB06-087 - \$32.1 million and CB06-102 - \$1.246 billion).
- (c) The Goethals Bridge Modernization program will replace the existing structure, which is functionally obsolete with a new six-lane bridge. The Port Authority will be expending \$294 million for planning and construction (*see* Exhibit “A”, p.8, projects CB07-103 - \$11.9 million; CB07-137 - \$176.2 million and CB07-145 - \$105.9 million). That the balance of the cost of this program of approximately \$1.37 billion will be financed by the Port Authority through a private financing arrangement rather than the issuance of Consolidated Bonds.

- (d) The Lincoln Tunnel Helix was constructed in 1937 and is functionally obsolete and planning for its replacement must begin within the ten-year plan. The Port Authority will be expending \$116 million in the planning effort (Exhibit “A”, p.6, project CB03-254 - \$116.3 million). The Lincoln Tunnel access roadway infrastructure projects will total \$1.8 billion (3 projects, Exhibit “A”, p. 6, CB03-TBD).
- (e) PATH will have a total of over \$3.057 billion in expenditures for capital improvements and safety (Exhibit “A”, cover sheet and pp. 1-4).
- (f) The Preliminary Capital Plan for 2011-2020 shows numerous other capital projects that support life, safety and security as well as a state of good repair in the ITN. The total investment of capital is reflected on page 10 of the Preliminary Capital Plan is \$10,785,696,000 (Exhibit “A”).

B) The Cumulative Cash Flow Analysis for the 2011-2020 Period Based On The Preliminary Capital Plan and Projected Revenues and Expenses Shows a Deficit

8. A cash flow analysis summarizing the sources of revenues generated by the ITN and where those funds are used is annexed hereto as Exhibit “B”. This analysis includes in addition to the cost of operations, the allocated expenses, direct payment of capital expenditures and debt service allocated to the Port Authority’s Consolidated Bonds issued for capital expenditures and the private financing of the Goethals Bridge replacement project, and payments into the General Reserve Fund required as a result of the issuance of such Consolidated Bonds and private financing, in each case for the ITN. Plaintiffs have failed to take into account the impact of these categories of expense in their characterization of the ITN’s finances.

9. The allocation to the General Reserve Fund is provided for in bi-state legislation adopted in 1931. Pursuant to such legislation, an amount equal to 10% of the par value of such

of the Consolidated Bonds issued for the ITN and the private financing of the Goethals Bridge replacement project must be deposited into the General Reserve Fund from surplus revenues. The continued maintenance of the General Reserve Fund is an important component supporting the Port Authority's sound credit ratings.

10. The summary of cash flow analysis (Exhibit "B") sets forth in the first column a description of the categories of funds comprising the cash flow analysis which are defined as follows:

- a) **Revenues** are all cash generated from activities of the ITN facilities including tolls at the tunnels and bridges, fares from PATH, rentals from lease agreements at the bus terminals, percentage rentals from bus departure fees, concession fees, advertising and parking;
- b) **Expenses** are direct facility operating expenses for the operation, maintenance and security of the ITN Facilities. These expenses also include allocated costs that represent the cost of providing general and administrative services for the benefit of the entire agency.
- c) **Forecasted Revenues and Expenses:**
 - i) **Forecasted Revenues** for 2011-2020 are developed by the line departments utilizing various financial metrics. The revenue projections for both the cash and cash/debt analysis (Exhibits "D" and "E") include the new toll and fares structure approved in August 2011 and a CPI increase in 2018. Facility traffic over the next 10 years is forecast to increase an average of 0.6% (less than

1% annually) at the tunnels and bridges with an average annual increase of 5.3% for PATH.

- ii) **Forecasted Expenses** for 2011-2020 were developed by line departments based on historic costs, economic conditions, affordability and the ability to effectively manage expenses.

Expenses reflect a modest annual growth of 2.7%.

- d) **Net Revenue** is gross operating revenues less operating and maintenance expenses, and allocated expenses.
- e) **Capital Expenditures Paid With Cash** is the amount of capital expenditure to be paid with cash on hand.
- f) **Grants** are state and federal funding received in support of a capital project which reduce the amount of allocated cash to be paid for the project.
- g) **Cash Balance** is the net revenues remaining after the payment of cash for capital projects.
- h) **Current Interest Payments/Current Principal Payments** are the debt service payments on the tax exempt Port Authority Consolidated Bonds issued prior to December 31, 2010 solely for the ITN. At its most basic level, the Port Authority can identify which Consolidated Bonds are issued for the ITN because these bonds are tax exempt whereas the Consolidated Bonds for the World Trade Center are federally taxable and the Consolidated Bonds issued for aviation and marine terminal projects are subject to the federal alternative minimum tax.

- i) **Debt Service on New Debt** represents payments on future outstanding Consolidated Bonds issued for the ITN during the period 2011-2020. The average interest forecast for new Consolidated Bonds is 5.75%.
- j) **GB DBFM payments** (Goethals Bridge Design, Build, Finance, Maintain) represent the Port Authority's debt service payments made with respect to the private financing.
- k) **Reserve Requirements** is an allocation to the General Reserve Fund in an amount equal to 10% of the Consolidated Bonds issued for the ITN and the private financing of the Goethals Bridge replacement project.

11. For the four-year period from 2007-2010, the ITN generated actual net revenues of \$1.193 billion, but after deducting direct payment of capital expenditures and debt service allocated to the Port Authority's Consolidated Bonds issued for capital expenditures and the private financing of the Goethals Bridge replacement project, and payments into the General Reserve Fund required as a result of the issuance of such Consolidated Bonds and private financing, in each case for the ITN, the ITN showed a loss of \$636 million (Exhibits "B" and "C").

12. The Port Authority generally issues 30-year tax exempt Consolidated Bonds to finance its ITN capital projects. The use of a mixture of debt and direct payment of capital expenditures is an efficient way to finance these projects as evidenced by a comparison between the all cash method and the 50% cash (direct payment) / 50% debt method as shown in the cash flow analysis in Exhibits "D" and "E". Assuming the Port Authority paid \$10.786 billion in ITN capital expenditures identified in Exhibit "A" with the all cash (direct payment) method, the ITN

cash flow to the Port Authority at the end of 2020 would result in a loss of \$2.854 billion (Exhibits “B” and “D”).

13. The projected analysis, based on payment of ITN capital expenditures by means of 50% cash (direct payment) / 50% debt, using the identical amount of revenues, expenses, net revenues, current interest payments, current principal payments and GB DBFM payments provides \$5.393 billion in cash payments. The balance of \$5.393 billion of the \$10.786 billion is being financed through the issuance of Consolidated Bonds which are repaid over a 30-year period and the private financing of the Goethals Bridge replacement project. The spreading of these payments over 30 years reduces the net loss at year end 2020 to \$51 million (Exhibit “B” and “E”).

14. The net projected loss of \$51 million in the ITN by 2020 includes the toll and fare increases approved by the Board of Commissioners in August 2011. The cash flow schedules clearly demonstrate that every dollar of the toll and fare increase is going back into the capital improvements planned for the ITN.

C) The Necessity of a Toll and Fare Increase For Maintaining the ITN Over the Next Ten Years Was Presented to the Board of Commissioners.

15. As the Chief Financial Officer, I presented the overall capital plan supporting the necessity of a toll and fare increase to provide for a ten-year agency-wide capital plan totaling \$25.1 billion to the Board of Commissioners at its August 19, 2011 Meeting. This overall capital plan includes the \$10.786 billion for the capital improvements to the ITN. The ITN capital plan budget is approximately 43% of the Port Authority’s overall capital plan budget for the next ten years. A transcript of my presentation to the Board of Commissioners is annexed hereto as Exhibit “F”.

D) The Plaintiffs Have Not Suffered Irreparable Harm By Paying The Increased Tolls

16. Approximately 78.9% of the vehicles using tunnels and bridges in the ITN have E-ZPass®, and only 21.1% pay cash. There are various ways in which the Port Authority could refund the increase in the unlikely event the Plaintiffs prevail. For example, the Port Authority could credit the E-ZPass® users' accounts and offer discounts to cash users or offer discounts to all users for a specified period of time.

17. By contrast, if an injunction is granted and the tolls and fares are rolled back, the Port Authority has no way of recouping these monies if it ultimately prevails. The loss of funds will have a substantial impact on the Port Authority's current and future ability to make the necessary capital improvement to the ITN.

E) Plaintiffs' Characterization With Respect to Profitability of the ITN Is Deeply Flawed

18. Plaintiffs rely on a press release and portions of the Port Authority's 2011 Budget for their claims that the toll increase is excessive and unreasonable. The press release discusses various economic factors affecting the overall operation of the Port Authority. It references the \$11 billion needed to rebuild the WTC site, but nowhere states that the rebuild is being funded by the toll and fare increase, which it is not.

19. Plaintiffs' contention that the purpose of toll and fare increases is to fund the World Trade Center is a confection that is flatly contradicted by the facts since the Preliminary Capital Plan and the Cash Flow Analysis 2011-2020 clearly shows that there is no excess money in ITN, let alone revenues sufficient to fund the World Trade Center redevelopment. All of the revenues generated by the toll and fare increases are being used for ITN expenses.

20. Plaintiffs mistakenly allege in paragraphs 40-41 of the Complaint that the revenues net of expenses of the ITN, which they presumably took from the 2011 budget annexed

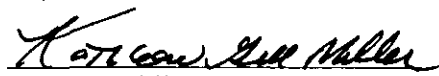
as Exhibit "K" to their Order to Show Cause, yield \$484,353,000 which is "sufficient to pay for the projects functionally related to the ITN." Ms. Genovese's affidavit makes a similar incorrect assertion in paragraphs 17-18 based on figures taken from the operating statement of the 2011 budget.

21. These characterizations fail to take into account the annual allocated expenses, direct payment of capital expenditures and debt service allocated to the Port Authority's Consolidated Bonds issued for capital expenditures and the private financing of the Goethals Bridge replacement project, and payments into the General Reserve Fund required as a result of the issuance of such Consolidated Bonds and private financing, in each case for the ITN. The actual figures for the period 2007-2010 as noted on Exhibits "B" and "C" show the ITN was operating at a deficit of \$636,000,000.

22. In summary, the ITN does not generate excess cash that is supporting the World Trade Center redevelopment. In fact, as the schedules annexed hereto show, the ITN operates at a deficit and will continue to operate at a deficit even with the toll and fare increases. The Port Authority must consequently find revenue from other sources to support the ITN.


MICHAEL FABIANO

Sworn to before me this
4 day of November 2011


Notary Public

KATHLEEN GILL MILLER
Notary Public, State of New York
No. 02MI5014338
Qualified in Westchester County
Commission Expires on July 15, 2015

EXHIBIT A

The Port Authority of New York and New Jersey
Interstate Transportation Network - Based on Preliminary 2011-2020 Capital Plan - 10/27/11
(\$ in millions)

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2011-2020
PATH:											
CR02 - PATH	\$ 301	\$ 259	\$ 270	\$ 243	\$ 268	\$ 337	\$ 308	\$ 235	\$ 210	\$ 104	\$ 2,534
CR08 - PATH Safety	92	86	52	40	30	36	48	42	45	13	483
CR21 - Journal Sq. Transportation Center	9	9	8	7	3	0	2	-	-	1	39
PATH Total	403	354	329	291	301	374	358	276	255	117	3,057
Tunnels, Bridges & Terminals (TB&T):											
CB02 - Holland Tunnel	24	26	29	47	44	43	15	13	27	35	305
CB03 - Lincoln Tunnel	40	403	429	455	438	383	23	20	36	130	2,357
CB04 - GW Bridge	46	73	122	162	157	233	224	198	241	256	1,712
CB06 - Bayonne Bridge	8	15	21	109	214	280	316	266	84	2	1,316
CB07 - Goethals Bridge	22	37	67	64	31	22	74	38	2	2	358
CB08 - Outerbridge Crossing	3	7	16	24	20	15	6	6	24	31	152
CB48 - GW Bridge Bus Station	10	35	37	10	8	2	2	3	5	7	117
CT06 - Port Authority Bus Terminal	35	32	42	63	51	46	51	23	30	22	393
TB&T Total	188	627	762	934	963	1,024	711	568	449	485	6,710
Ferry											
CH02 - Ferries	10	2	3	3	3	3	-	-	-	-	24
Ferry Total	10	2	3	3	3	3	-	-	-	-	24
Capital Infrastructure Fund (CIF):											
CF92 - CIF	100	-	-	-	-	15	220	220	220	220	996
CIF Total	100	-	-	-	-	15	220	220	220	220	996
Interstate Transp. Network Total	\$ 700	\$ 983	\$ 1,095	\$ 1,228	\$ 1,266	\$ 1,415	\$ 1,289	\$ 1,064	\$ 924	\$ 822	\$ 10,786

Dated: 10/27/2011

The Port Authority of New York and New Jersey
2011-2020 Spending Schedule - Interstate Transportation Network - 10/27/11
(\$ in thousands)

Department	Facility	Project Title	Category	Stage	2011	2012	2013	2014	2015	2016	2017*	2018	2019	2020	2011-2020
PATH	RO2	CR02-150 - SIGNAL REPLACEMENT PROGRAM - INSTALL	SGR	4	\$ 55,691	\$ 107,183	\$ 118,051	\$ 71,536	\$ 35,943	\$ 59,739	\$ 50,157	\$ -	\$ -	\$ -	\$ 498,300
PATH	RO2	CR02-212 - TIE RENEWAL PROGRAM	SGR	4	3,167	2,688	2,688	2,688	2,688	2,688	2,688	2,688	2,688	2,688	27,355
PATH	RO2	CR02-233 - WASHINGTON ST SUBSTATION	SGR	P	394	2,364	5,709	5,020	5,742	20,281	40,326	31,305	44,771	-	155,912
PATH	RO2	CR02-244 - PATH-CAPITAL MAJOR WORK OUTER YEARS	SGR	P	-	9,700	13,471	8,000	8,600	8,600	8,154	6,971	6,184	-	75,664
PATH	RO2	CR02-253 - COMPREHENSIVE SIGNAGE	SEP	4	1,920	-	-	-	-	-	-	-	-	-	1,920
PATH	RO2	CR02-258 - TURNOUT REPLACEMENT PHASE III	SGR	4	4,094	2,440	550	-	256	3,478	2,928	2,378	-	-	16,124
PATH	RO2	CR02-259 - CONTINUOUS WELDED RAIL PROGRAM	SGR	4	2,069	2,190	2,135	2,135	2,135	2,085	2,085	2,085	2,085	-	21,087
PATH	RO2	CR02-261 - CONTACT RAIL PROGRAM	SGR	4	1,246	1,457	1,422	1,126	1,100	1,100	1,100	1,100	1,100	-	11,851
PATH	RO2	CR02-284 - EXCHANGE PLACE STATION EMERGENCY EGRESS	SEP	1	-	887	3,030	13,023	14,354	22,305	-	-	-	-	53,600
PATH	RO2	CR02-306 - NEWARK - PENN STATION - PLATFORM EXT	SEP	1	-	102	107	672	1,606	-	-	-	-	-	2,488
PATH	RO2	CR02-328 - TUNNEL TRACK AND DRAINAGE PROGRAM	SGR	4	3,857	2,754	2,754	2,754	2,754	2,754	2,754	2,754	2,750	-	28,303
PATH	RO2	CR02-336 - REPLACEMENT AND UPGRADE OF THE CHRISTOPHER	SGR	3	2,274	10,171	16,126	16,527	16,965	15,249	-	-	-	-	77,311
PATH	RO2	CR02-345 - PURCHASE NEW RAILCARS (PA-5)	SGR	4	186,291	35,589	14,045	-	-	-	-	-	-	-	237,925
PATH	RO2	CR02-352 - RADIO BASE STATIONS/MULTICAST RADIO SYS	SGR	4	920	71	-	-	-	-	-	-	-	-	991
PATH	RO2	CR02-353 - BACK FLOW PREVENTERS - NY & NJ	SGR	4	1,295	1,281	1,062	1,062	1,151	1,151	1,151	1,151	1,151	-	11,825
PATH	RO2	CR02-358 - RESTRAINING RAIL PROGRAM	MAND	4	428	-	-	-	-	-	-	-	-	-	428
PATH	RO2	CR02-378 - SUBSTATION #8 UPGRADE - KEARNY NJ	SGR	2	51	527	1,740	4,814	14,257	15,286	7,305	-	-	-	43,979
PATH	RO2	CR02-381 - Mac Main Boedel Building Water Supply Alterations	MAND	3	269	1,556	-	-	-	-	-	-	-	-	1,825
PATH	RO2	CR02-382 - CONTACT THIRD RAIL HEATERS FROM GRAPE TO 1, SGR	SGR	4	689	861	461	461	461	461	-	-	-	-	3,394
PATH	RO2	CR02-384 - NEWARK COMPRESSOR	SEP	3	177	1,056	1,539	-	-	-	-	-	-	-	2,722
PATH	RO2	CR02-394 - 800 MHZ RADIO PROGRAM - POLICE	SEC	4	1,041	-	-	-	-	-	-	-	-	-	1,041
PATH	RO2	CR02-406 - System Upgrades for PA-5 Fleet	SGR	4	9,028	16,287	10,206	-	-	-	-	-	-	-	35,521
PATH	RO2	CR02-407 - GROVE ST. STATION - CAPACITY ENHANCEMENTS A MAND	MAND	1	-	3,024	5,325	6,990	36,240	44,970	30,828	32,886	-	-	160,263
PATH	RO2	CR02-412 - DUCT BANK REHABILITATION - PLANNING	SGR	1	-	-	-	-	-	-	-	-	-	-	517
PATH	RO2	CR02-418 - REPLACE 15KV AND 27KV CABLES BETWEEN JUNCT	SGR	P	-	733	1,393	-	-	-	-	-	-	-	2,126
PATH	RO2	CR02-419 - FIRE ALARM SYSTEM UPGRADE	SGR	1	389	895	1,012	1,063	1,116	1,172	11,821	11,928	14,490	-	43,885
PATH	RO2	CR02-422 - TUNNEL ELECTRICAL LIGHTING SYSTEM	SGR	P	-	-	127	156	993	2,304	2,514	3,056	-	-	9,152
PATH	RO2	CR02-423 - HCMF CB CONTROL - CAPITAL MAJOR WORK	SGR	4	220	825	-	-	-	-	-	-	-	-	297
PATH	RO2	CR02-425 - REPLACE 27 KV CABLES BETWEEN SUBSTATIONS 2	SGR	P	-	-	677	879	1,887	-	-	-	-	-	1,945
PATH	RO2	CR02-427 - TUNNEL EMERGENCY EVACUATION SHAFTS - LIGHT	SGR	3	528	1,110	706	-	-	-	-	-	-	-	3,443
PATH	RO2	CR02-429 - CHWP - TUNNELS AND STATIONS EMERGENCY LIGH	SGR	4	350	-	-	-	-	-	-	-	-	-	350
PATH	RO2	CR02-433 - UPTOWN COMMUNICATIONS ROOM REHABILITATIO	SGR	4	680	806	-	-	-	-	-	-	-	-	1,486
PATH	RO2	CR02-436 - CHWP - SIGNAL RELAY ROOM GROUNDS	SGR	4	151	-	-	-	-	-	-	-	-	-	151
PATH	RO2	CR02-437 - LED SIGNAL LAMP INSTALLATION	SGR	4	436	-	-	-	-	-	-	-	-	-	436
PATH	RO2	CR02-440 - PUBLIC ADDRESS SYSTEM UPGRADE	SGR	4	2,142	2,567	79	-	-	-	-	-	-	-	4,788
PATH	RO2	CR02-446 - NEWPORT STATION ESCALATOR REPLACEMENT	SGR	P	-	1,573	1,593	4,610	5,201	-	-	-	-	-	12,977
PATH	RO2	CR02-447 - HOBOKEN CORRIDOR MODERNIZATION IMPROVEME	SGR	4	1,629	1,413	-	-	-	-	-	-	-	-	3,042
PATH	RO2	CR02-451 - NEWPORT ACCESS IMPROVEMENT AND WATERPROO	SGR	1	1,520	3,355	-	-	-	-	-	-	-	-	4,874
PATH	RO2	CR02-456 - EXTEND RUNNING REPAIR SHOP	SEP	P	-	753	802	7,180	8,518	-	-	-	-	-	17,253
PATH	RO2	CR02-457 - Purchase 75 new Railcars for CTRC 10-car operation	SEP	P	-	-	5,596	6,023	12,396	19,396	27,089	35,519	25,006	15,988	147,018

Dated: 10/27/2011

Page 1

The Port Authority of New York and New Jersey
2011-2020 Spending Schedule - Interstate Transportation Network - 10/27/11
(\$ in thousands)

Department	Facility	Project Title	Category	Stage	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021-2020
PATH	R02	CR02-458 - HARRISON STATION 10 CAR PLATFORM	SEP	1	-	-	351	3,788	13,599	40,731	43,755	46,628	57,145	-	205,999
PATH	R02	CR02-461 - PATH Flood Mitigation at Low Ground Elevations	SEP	3	928	798	-	-	-	-	-	-	-	-	1,726
PATH	R02	CR02-462 - SUBSTATION #7 UPGRADE - JERSEY CITY	SGR	3	750	2,823	4,769	14,030	15,048	10,468	-	-	-	-	47,887
PATH	R02	CR02-463 - SUBSTATION #9 UPGRADE - HARRISON, NJ	SGR	1	-	1,210	1,796	9,972	14,499	15,534	15,233	-	-	-	58,243
PATH	R02	CR02-467 - HOBAN REDUNDANT CONTROL CENTER	SGR	P	-	-	183	1,997	-	-	-	-	-	-	1,780
PATH	R02	CR02-471 - CHWP - Traction Power for PA-55 and Capacity Eval	SEP	1	1,547	-	-	-	-	-	-	-	-	-	1,547
PATH	R02	CR02-473 - REPLACE ROOF ON WALDO STOCK ROOM - C YARD	SGR	4	679	-	-	-	-	-	-	-	-	-	679
PATH	R02	CR02-476 - RAIL KING & PURCHASE UTV	SEP	4	550	-	5,280	-	-	-	-	-	-	-	5,830
PATH	R02	CR02-477 - HARRISON YARD SPECIAL TRACK WORK	SGR	4	1,447	3,328	2,228	2,228	2,228	2,228	2,228	2,228	2,228	2,228	22,599
PATH	R02	CR02-479 - CHWP - Newport Station Railway #112 Replacement	SGR	4	532	436	-	-	-	-	-	-	-	-	568
PATH	R02	CR02-485 - RUNNING REPAIR BOILER REPLACEMENT	SGR	3	394	1,644	-	-	-	-	-	-	-	-	2,037
PATH	R02	CR02-486 - RAIL ROAD AVE AND CAISSON 1 VENT BLDG ROOF	SGR	3	368	1,378	-	-	-	-	-	-	-	-	1,746
PATH	R02	CR02-487 - CHWP REPLACE SCADA INVERTERS STATIC SWITCH	SGR	4	745	295	-	-	-	-	-	-	-	-	1,040
PATH	R02	CR02-490 - JSQ - AIRLINE REPLACEMENT	SGR	4	80	615	-	-	-	-	-	-	-	-	695
PATH	R02	CR02-491 - CHWP - WASH ST SUB 15 KV TRANSFORMER PROTE	SGR	4	556	-	-	-	-	-	-	-	-	-	556
PATH	R02	CR02-492 - REHAB VITAL SIGNAL RELAY	SGR	4	1,007	550	-	-	-	-	-	-	-	-	1,557
PATH	R02	CR02-494 - Group B Roofs	SGR	3	653	1,135	621	-	-	-	-	-	-	-	2,409
PATH	R02	CR02-495 - CHRISTOPHER ST - CONTROL CABLES	SGR	4	881	643	788	-	-	-	-	-	-	-	2,312
PATH	R02	CR02-496 - HARRISON - PROPERTY ACQUISITION - NEW STATION	SEP	1	1,552	6,976	5,141	4,259	4,985	-	-	-	-	-	22,913
PATH	R02	CR02-497 - PROPERTY ACQUISITION SUBSTATION #9	SGR	1	201	1,334	-	-	-	-	-	-	-	-	1,534
PATH	R02	CR02-499 - HARRISON INTERMODAL	SEP	4	1,446	1,409	-	-	-	-	-	-	-	-	2,855
PATH	R02	CR02-500 - CHWP FENCING SUMMIT AVE BRIDGE	SEP	4	479	-	-	-	-	-	-	-	-	-	479
PATH	R02	CR02-501 - FURNISH 7 INSTALL 6 REVOLVING DOORS AT PAVOT	SGR	P	-	339	553	-	-	-	-	-	-	-	892
PATH	R02	CR02-504 - DUCTBANK TUNNELS A/B UNDERDRIVER	SEC	3	-	-	-	21,470	24,730	27,370	28,560	25,910	18,480	42,670	189,190
PATH	R02	CR02-506 - CHWP REPLACE ROOF CHRISTOPHER ST - SUB 1	SGR	P	83	448	1,216	-	-	-	-	-	-	-	1,747
PATH	R02	CR02-507 - FIRE SUPPRESSION SYSTEM UPGRADE	SGR	P	-	-	723	497	522	2,144	3,789	3,472	3,776	4,443	19,365
PATH	R02	CR02-508 - CHWP REPLACE ROOF - SUBSTATION 5 (BACKUS)	SGR	3	102	378	1,438	-	-	-	-	-	-	-	1,917
PATH	R02	CR02-509 REPLACE ROOF - SUBSTATION 15 (CAISSON)	SGR	P	-	637	1,393	270	-	-	-	-	-	-	2,299
PATH	R02	CR02-510 - NEWARK PLATFORM LIGHTING	SGR	4	84	477	205	-	-	-	-	-	-	-	766
PATH	R02	CR02-511 - REPLACE VENT LOUVERS TO SUBSTATION #4	SGR	1	-	504	685	-	-	-	-	-	-	-	1,189
PATH	R02	CR02-512 - REPLACE ROOF TO FREQUENCY CONVERTER BUILD	SGR	3	-	504	343	-	-	-	-	-	-	-	847
PATH	R02	CR02-513 - REPLACE ROOF - SUBSTATION 2A	SGR	3	-	-	225	1,177	-	-	-	-	-	-	1,401
PATH	R02	CR02-514 - REPLACE THE ROOF AT EXCHANGE PLACE SUB#4	SGR	P	-	699	190	-	-	-	-	-	-	-	1,995
PATH	R02	CR02-515 - REPLACE THE ROOF TO THE NEWARK CREW ROOM	SGR	P	-	346	721	92	-	-	-	-	-	-	1,159
PATH	R02	CR02-516 - REPLACEMENT OF MITER RAILS HACKENSACK RIVER	SGR	3	328	1,820	-	-	-	-	-	-	-	-	2,448
PATH	R02	CR02-517 - INSTALL NEW HVAC TO MITIGATE BLACKSMITH FUM	MAND	P	-	499	1,527	1,556	-	-	-	-	-	-	3,581
PATH	R02	CR02-519 - REPLACE HVAC AT HCMF	SGR	P	-	718	1,101	3,747	4,926	-	-	-	-	-	10,492
PATH	R02	CR02-520 - SHOP MAINTENANCE EQUIPMENT REPLACEMENT/NO	SGR	P	-	734	772	813	856	836	-	-	-	-	4,011
PATH	R02	CR02-521 - REPLACE HIGH MAST LIGHTING AT HCMF	SGR	P	-	508	525	-	-	-	-	-	-	-	1,033
PATH	R02	CR02-522 - REPLACE ADA ELEVATOR - HOBOKEN	SGR	P	-	302	684	1,150	-	-	-	-	-	-	2,136
PATH	R02	CR02-523 - REHAB ADA ELEVATOR SHAFT - NEWPORT #2	SGR	P	-	302	684	1,150	-	-	-	-	-	-	2,136

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PATH	R02	CR02-524 - REPLACE ADA ELEVATOR - JSTC 9810 (2 TOTAL)	SGR	P	-	225	697	1,413	1,897	-	-	-	-	-	4,232
PATH	R02	CR02-527 - INSTALL NEW IN-GROUND LIFTS HARRISON C&MT SGR	SGR	P	-	449	1,068	5,151	3,805	-	-	-	-	-	10,473
PATH	R02	CR02-528 - REPLACEMENT OF COMMUNICATIONS UNINTERRUPTED SGR	SGR	P	-	508	-	-	-	-	-	-	-	-	508
PATH	R02	CR02-529 - REPLACEMENT OF TRACKSIDE CIRCUIT BREAKERS	SGR	P	-	865	2,457	3,073	3,645	-	-	-	-	-	10,040
PATH	R02	CR02-531 - HCMF ROTOCLONE REPLACEMENT AT TRACK 5	SGR	P	-	-	367	813	1,984	-	-	-	-	-	3,164
PATH	R02	CR02-534 - REPLACE STEEL DOORS AT MORTON ST SHAFT	SGR	P	-	-	505	-	-	-	-	-	-	-	505
PATH	R02	CR02-535 - SCADA PROGRAMMABLE LOGIC CONTROLLERS AND SGR	SGR	P	-	677	710	647	-	-	-	-	-	-	2,034
PATH	R02	CR02-536 - PA-S OVERHAUL PROGRAM	SGR	P	-	-	-	-	-	15,107	23,474	23,690	27,129	21,991	111,392
PATH	R02	CR02-545 - REPLACEMENT OF ATS EQUIPMENT	SGR	P	-	1,129	1,406	-	-	-	-	-	-	-	2,535
PATH	R02	CR02-552 - TUNNEL MAIN JUNCTION BOX REHABILITATION	SGR	P	-	-	113	118	-	-	-	-	-	-	231
PATH	R02	CR02-557 - REPLACEMENT OF 550V DC 2,000CMIL CABLES IN SGR	SGR	P	-	1,276	1,196	1,293	1,269	-	-	-	-	-	5,000
PATH	R02	CR02-561 - HACK BRIDGE TIE REPLACEMENT	SGR	P	-	547	3,839	6,144	-	-	-	-	-	-	10,530
PATH	R02	CR02-569 - SUBSTATION #3 PROPERTY ACQUISITION	SGR	3	80	1,042	-	-	-	-	-	-	-	-	1,122
PATH	R02	CR02-570 - HARRISON STATION PARKING LOT	SEP	1	-	875	5,449	-	-	-	-	-	-	-	6,324
PATH	R02	CR02-572 - SWITCHING STATION #10 UPGRADE - HARRISON, 1 SGR	SGR	3	318	902	1,037	-	-	-	-	-	-	-	2,257
PATH	R02	CR02-573 - PUBLIC SAFETY 800 MHZ EDACS SIMULCAST TRUNK SEC	SEC	1	154	3,026	-	-	-	-	-	-	-	-	3,180
PATH	R02	CR02-574 - TUNNEL EMERGENCY VENTILATION FAN BLADE REP SGR	SGR	4	300,857	258,740	269,630	243,327	268,354	337,436	307,939	234,628	209,770	103,795	2,534,475
PATH	R08	CR08-022 - TUNNEL EMERGENCY VENTILATION FAN BLADE REP SGR	SGR	4	302	1,013	-	-	-	-	-	-	-	-	1,404
PATH	R08	CR08-041 - WASHINGTON STREET EMERGENCY EXIT	SEP	P	-	-	-	-	-	-	-	-	-	-	603
PATH	R08	CR08-051 - TRAIN CONTROL CENTER	SEC	4	17,830	8,269	-	-	-	-	-	-	-	-	26,099
PATH	R08	CR08-060 - EXC PL VENT - TUNNEL BARRIER DOOR INSTALL	MAINT	4	2,447	-	-	-	-	-	-	-	-	-	2,447
PATH	R08	CR08-061 - SOC 2ND FL JSQ, IPDVR & FIBER HOBAN/JSIC	SEC	3	760	343	-	-	-	-	-	-	-	-	1,103
PATH	R08	CR08-066 - EXCHANGE PLACE LAND SIDE SECURITY	SEC	3	316	2,786	183	-	-	-	-	-	-	-	3,290
PATH	R08	CR08-068 - JSTC HARDENING & PHYSICAL PROTECTION	SEC	4	1,003	2,389	680	-	-	-	-	-	-	-	4,072
PATH	R08	CR08-076 - FLOODGATE AT TUNNEL A.B.E & F-CONSTRUCT	SEC	4	16,798	14,747	14,427	14,541	1,362	9,372	19,357	20,109	7,937	-	118,600
PATH	R08	CR08-079 - TUNNEL MITIGATION	SEC	4	48,473	43,039	23,561	16,083	21,713	22,282	19,491	14,396	34,348	10,471	253,759
PATH	R08	CR08-081 - EXCHANGE PLACE WATER-SIDE PROTECTION	SEC	1	239	1,497	327	-	-	-	-	-	-	-	2,063
PATH	R08	CR08-085 - INSTALL CBR DETECTION @ PATH STATIONS	SEC	P	-	-	-	-	-	-	-	-	-	-	-
PATH	R08	CR08-086 - HCMF - SECONDARY ROADWAY	SEC	P	-	-	465	-	-	-	-	-	-	-	465
PATH	R08	CR08-087 - UPGRADE BADGING	SEC	4	445	409	-	-	-	-	-	-	-	-	854
PATH	R08	CR08-088 - INTEGRATED SECURITY SYSTEMS & GUI	SEC	4	543	306	-	-	-	-	-	-	-	-	849
PATH	R08	CR08-091 - CCTV & ACCESS CONTROL UPGRADES (3RD/HOBAN) SEC	SEC	4	610	5,713	7,221	3,703	1,822	-	-	-	-	-	19,060
PATH	R08	CR08-092 - PURCHASE / INSTALL 800MHZ FREQUENCY CONVERTER SEC	SEC	3	2,462	1,369	-	-	-	-	-	-	-	-	3,831
PATH	R08	CR08-094 - REPLACEMENT OF VERINT VIDEO SYSTEM	SEC	P	-	1,298	-	-	-	-	-	-	-	-	1,298
PATH	R08	CR08-095 - INSTALL VHF RADIO HEADEND EQUIPMENT AT PTO SEC	P	P	-	302	719	696	-	-	-	-	-	-	1,716
PATH	R08	CR08-096 - INSTALL NEW LEVEL ACCESS CONTROL AND CCTV / SEC	P	P	-	-	576	2,217	2,465	-	-	-	-	-	5,258
PATH	R08	CR08-097 - ADDITIONAL VHF ANTENNAS AND BASE STATIONS / SEC	P	P	-	-	-	-	-	-	-	-	-	-	1,732
PATH	R08	CR08-098 - CCTV INFRASTRUCTURE UPGRADE THROUGHOUT A SEC	P	P	-	-	521	1,250	1,441	1,529	2,545	-	-	-	7,286
PATH	R08	CR08-099 - ENABLE WIRELESS CCTV FOR EMERGENCY RESPONSE SEC	P	P	-	-	-	-	744	1,966	2,687	2,751	2,009	-	10,457
PATH	R08	CR08-100 - UPGRADE OF UNIFIED COMMUNICATIONS NETWORK SGR	SGR	P	-	-	1,765	1,858	1,897	-	-	-	-	-	5,520
PATH	R08	CR08-101 - CCTV AND ACCESS CONTROL - 9TH, 14TH, 23RD	SEC	1	-	-	-	-	-	631	4,184	4,306	-	-	9,121

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PATH	R08	CR08-102 - REPLACE PA-5 DVA HARD DRIVES	SEC	1	-	451	568	-	-	-	-	-	-	-	1,019
PATH	R08	CR08-103 - INSTALL TRAIN UNDERCARRIAGE SCREENING DEVI	SEC	1	-	-	1,005	-	-	-	-	-	-	-	1,005
PATH	R08 Total				92,316	85,697	52,116	40,387	29,548	35,730	48,264	41,562	44,796	12,503	482,920
PATH	R21	CR21-032 - JSTC - BUS TERM. ESCALATOR REPLACEMENT	SGR	4	3,690	3,776	2,023	-	-	-	-	-	-	-	9,489
PATH	R21	CR21-053 - PARKING GARAGE AUTO RAMP REHABILITATION	SGR	4	800	645	-	-	-	-	-	-	-	-	1,445
PATH	R21	CR21-054 - JSTC HVAC SYSTEM UPGRADE	SGR	4	1,318	-	-	-	-	-	-	-	-	-	1,318
PATH	R21	CR21-058 - CONCOURSE CEILING REPLACEMENT & DOMESTIC Y	SGR	1	-	-	-	-	-	-	-	-	-	-	1,159
PATH	R21	CR21-068 - PATH POLICE COMMAND FACILITY RENOVATION	SEC	4	3,539	3,506	353	-	-	-	-	-	-	-	7,398
PATH	R21	CR21-070 - CHWP LIGHTING - LOWER PARKING DECK & PEDES	SEP	3	54	-	796	1,303	-	-	-	-	-	-	2,152
PATH	R21	CR21-073 - JSTC BOILER UPGRADE	SGR	4	-	285	580	-	-	-	-	-	-	-	865
PATH	R21	CR21-074 - JSTC BUS TERMINAL LANES - EXPANSION POINT RE	SGR	4	-	194	832	-	-	-	-	-	-	-	1,025
PATH	R21	CR21-075 - JSTC PLUMBING SOLDER JOINTS AND WATER PUMP	SGR	4	-	478	1,000	2,629	-	-	-	-	-	-	4,107
PATH	R21	CR21-078 - JSTC PARKING DECKS (UPPER AND LOWER) - EXPA	SGR	4	-	-	515	1,983	3,071	-	-	-	-	-	5,569
PATH	R21	CR21-079 - JSTC PLAZA AND BUS TERMINAL - DRAIN BODY RE	SGR	4	-	-	-	-	-	-	1,599	-	-	-	1,599
PATH	R21	CR21-080 - JSTC BUS TERMINAL LANES - WEARING COURSE AN	SGR	4	-	495	1,554	933	-	-	-	-	-	-	2,982
PATH	R21 Total				9,401	9,077	7,653	6,448	3,071	375	1,599	-	-	1,159	39,182
Tunnels Bridges & Terminals	B02	CB02-012 - CHWP - HT-CAPITAL MAJOR WORKS OUTER YEARS	SGR	4	402,574	353,514	329,399	290,563	300,972	373,541	357,801	276,191	254,566	117,457	3,056,578
Tunnels Bridges & Terminals	B02	CB02-040 - REHAB TUNNEL VENT SYS MECH/ELEC	SGR	4	333	667	1,667	1,667	7,457	1,667	1,667	-	-	-	13,669
Tunnels Bridges & Terminals	B02	CB02-123 - PHASE 1 - DEMOLITION OF PIER 9/204	SGR	4	11,007	12,937	11,415	15,866	7,457	-	-	-	-	-	59,681
Tunnels Bridges & Terminals	B02	CB02-153 - INSTALLATION OF CROSS PASSAGE DOORS	SEC	4	3,593	310	-	-	-	-	-	-	-	-	3,903
Tunnels Bridges & Terminals	B02	CB02-156 - SUPERVISORY CONTROL SYSTEM REPLACEMENT	SGR	4	539	861	1,214	1,763	9,249	7,088	2,676	-	-	-	23,990
Tunnels Bridges & Terminals	B02	CB02-162 - REPK FLOOR DRAIN/PIPING OF 4 VENT BLDGS	SGR	4	326	1,305	780	-	-	-	-	-	-	-	2,411
Tunnels Bridges & Terminals	B02	CB02-166 - HT-10 HVAC SYSTEM REPLACEMENT ADMINISTRAT	SGR	4	2,543	1,312	-	-	-	-	-	-	-	-	3,855
Tunnels Bridges & Terminals	B02	CB02-167 - CHWP - HT BACKFLOW PREVENTERS	SGR	4	373	90	-	-	-	-	-	-	-	-	463
Tunnels Bridges & Terminals	B02	CB02-169 - CHWP - HT- PRIORITY STEEL & CONCRETE REHAB	SGR	4	89	-	-	-	-	-	-	-	-	-	89
Tunnels Bridges & Terminals	B02	CB02-172 - REHABILITATION OF CATWALK	SGR	4	1,418	1,930	365	-	-	-	-	-	-	-	3,713
Tunnels Bridges & Terminals	B02	CB02-173 - REPLACEMENT/REHABILITATION OF BOILER AND HC	SGR	3	181	425	1,210	2,067	-	-	-	-	-	-	3,883
Tunnels Bridges & Terminals	B02	CB02-174 - PHASE 2 - REHABILITATION OF PIER 9/204	SGR	3	-	351	709	1,304	1,351	3,003	6,003	8,000	15,000	15,000	50,721
Tunnels Bridges & Terminals	B02	CB02-175 - CHWP - REPLACEMENT OF BULHEAD DOORS IN VE	SGR	1	374	291	585	838	1,038	-	-	-	-	-	3,125
Tunnels Bridges & Terminals	B02	CB02-177 - CHWP - WALL REPAIR & SIDEWALK REPLACEMENT	SGR	1	182	163	682	1,423	-	-	-	-	-	-	2,650
Tunnels Bridges & Terminals	B02	CB02-178 - CHWP - TRAFFIC SAFETY IMPROVEMENTS TO ADD	SGR	4	106	-	-	-	-	-	-	-	-	-	106
Tunnels Bridges & Terminals	B02	CB02-180 - CHWP STAIR REHABILITATION IN NEW YORK VENT	SGR	3	214	318	1,024	-	-	-	-	-	-	-	1,556
Tunnels Bridges & Terminals	B02	CB02-184 - HT ACCESS CONTROL SYSTEM ENHANCEMENT	SEC	3	310	726	2,336	2,183	-	-	-	-	-	-	5,556
Tunnels Bridges & Terminals	B02	CB02-185 - REHABILITATION OF BRONZE DOORS - CAPITAL MA	SGR	4	713	309	-	-	-	-	-	-	-	-	1,022
Tunnels Bridges & Terminals	B02	CB02-186 - REPLACEMENT OF FIRE STANDPIPE SYSTEM	SGR	4	286	-	421	1,536	1,847	909	-	-	-	-	5,000
Tunnels Bridges & Terminals	B02	CB02-189 - STRUCTURAL REHAB. OF GRANITE WALLS AT PORT	SGR	4	-	-	-	-	-	294	808	1,501	6,500	8,900	18,002
Tunnels Bridges & Terminals	B02	CB02-190 - STAIR REHAB. IN RY VENTILATION BUILDING	SGR	4	-	-	165	234	905	1,075	783	-	-	-	3,161
Tunnels Bridges & Terminals	B02	CB02-191 - UPGRADE POWER DISTRIBUTION SYSTEM OF EMER	SGR	4	-	-	-	-	-	-	551	752	1,101	1,301	4,008
Tunnels Bridges & Terminals	B02	CB02-193 - CONCRETE AND STEEL REHABILITATION PROGRAM	SGR	4	-	315	619	2,156	3,313	1,597	-	-	-	-	8,000
Tunnels Bridges & Terminals	B02	CB02-194 - PAVEMENT REHABILITATION PROGRAM	SGR	4	-	-	296	970	1,466	1,477	1,792	-	-	-	6,000

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Tunnels Bridges & Terminals	B02	CB02-195 - REHAB. SUPPLY BLOWER PORTS	SGR	P	-	334	-	404	1,653	1,374	239	-	-	-	4,005
Tunnels Bridges & Terminals	B02	CB02-196 - REHAB. OF EVASE STACKS ON VENTILATION BUILD	SGR	P	-	-	-	-	-	-	290	576	1,369	6,773	9,009
Tunnels Bridges & Terminals	B02	CB02-197 - REPLACEMENT OF OVERHEIGHT DETECTION EQUIP	SGR	P	-	-	-	-	-	-	400	600	1,500	2,500	6,000
Tunnels Bridges & Terminals	B02	CB02-200 - WATERSIDE BUFFER ZONE PROTECTION	SEC	P	-	202	823	1,039	-	-	-	-	-	-	2,063
Tunnels Bridges & Terminals	B02	CB02-201 - CCTV VIDEO ANALYTICS SYSTEM	SEC	P	-	-	202	823	1,039	-	-	-	-	-	2,063
Tunnels Bridges & Terminals	B02	CB02-202 - TOLL COLLECTION SYSTEM REPLACEMENT	SGR	4	2,120	1,849	998	7,407	4,008	2,424	-	-	-	-	18,807
Tunnels Bridges & Terminals	B02	CB02-203 - UPGRADE & REHABILITATION OF DATA ROOMS	SEP	P	-	-	-	500	1,250	1,250	-	-	-	-	3,000
Tunnels Bridges & Terminals	B02	CB02-204 - T811 INTEROPERABILITY RADIO COMMUNICATION	SEC	P	-	302	1,193	1,502	2,505	1,571	-	-	-	-	7,074
Tunnels Bridges & Terminals	B02	CB02-205 - PUBLIC SAFETY 800 MHZ EDACS SIMULCAST TRUNK	SEC	P	-	69	1,292	-	-	-	-	-	-	-	1,361
B02 Total					24,433	25,558	28,701	47,430	44,481	43,401	15,170	13,497	27,136	35,474	305,283
Tunnels Bridges & Terminals	B03	CB03-011 - CHWP - LT - OUTER YEARS	SGR	P	333	767	1,667	1,667	1,667	1,667	1,667	1,667	1,667	1,667	13,169
Tunnels Bridges & Terminals	B03	CB03-063 - REPLACE MECH. & ELECT. VENT EQUIP.	SGR	P	-	-	-	-	-	-	2,013	1,000	2,996	5,006	15,335
Tunnels Bridges & Terminals	B03	CB03-093 - REPAINTING TUNNEL VENTILATION FANS	SGR	4	1,110	2,208	2,511	2,384	-	-	-	-	-	-	8,212
Tunnels Bridges & Terminals	B03	CB03-131 - REHAB. OF NJ VENTILATION BLDG. EXTERIOR	SGR	4	1,928	3,616	-	-	-	-	-	-	-	-	5,544
Tunnels Bridges & Terminals	B03	CB03-149 - REHAB. OF NY APPROACH BRIDGES	SGR	4	4,083	1,153	-	-	-	-	-	-	-	-	5,236
Tunnels Bridges & Terminals	B03	CB03-153 - REHAB. DYER PLAZA AVE. ROADWAY SLABS	SGR	P	-	256	426	491	632	1,774	1,863	2,197	2,664	5,992	16,995
Tunnels Bridges & Terminals	B03	CB03-163 - LT - CCTV CAMERA ENHANCEMENT	SEC	4	117	-	-	-	-	-	-	-	-	-	117
Tunnels Bridges & Terminals	B03	CB03-167 - LT - EXPLOSION PROOF EQUIPMENT - MRPR	SGR	3	532	1,823	4,002	2,107	-	-	-	-	-	-	8,463
Tunnels Bridges & Terminals	B03	CB03-172 - REPL. EXHAUST & BLOWER DUCT ACCESS DOORS	SGR	P	-	-	-	229	299	1,417	1,580	1,650	856	-	6,010
Tunnels Bridges & Terminals	B03	CB03-184 - CHWP - MODIF. TO TRAFFIC SIGNAL CONTROL PANI	SGR	P	-	-	-	250	550	1,200	2,000	-	-	-	4,000
Tunnels Bridges & Terminals	B03	CB03-190 - SUMP PUMP REPLACEMENT	SGR	P	-	-	-	-	350	650	1,500	2,000	500	-	5,000
Tunnels Bridges & Terminals	B03	CB03-208 - INSTALLATION OF CROSS PASSAGE DOORS	SEC	4	4,392	310	-	-	-	-	-	-	-	-	4,702
Tunnels Bridges & Terminals	B03	CB03-211 - STRUCTURAL REHAB AND REPAVING OF HELIX	SGR	3	879	14,436	21,498	22,866	24,714	-	-	-	-	-	84,393
Tunnels Bridges & Terminals	B03	CB03-213 - REPLACEMENT OF HELIX	SGR	1	2,295	2,712	2,765	2,679	2,696	2,900	3,212	3,431	-	-	22,689
Tunnels Bridges & Terminals	B03	CB03-214 - BUS RAMP DECK REPLACEMENT PHASE II	SGR	4	15,421	16,570	13,644	11,089	4,948	-	-	-	-	-	61,672
Tunnels Bridges & Terminals	B03	CB03-223 - XBL CAPACITY ENHANCEMENT	SEP	P	-	-	263	515	1,017	1,244	2,085	2,777	4,577	5,654	18,133
Tunnels Bridges & Terminals	B03	CB03-226 - BUS RAMP DECK REPLACEMENT PHASE III	SGR	P	-	-	-	-	-	-	749	1,038	3,756	10,408	15,951
Tunnels Bridges & Terminals	B03	CB03-227 - CHWP - OVER CURRENT TRIP PROTECTION ON NJAI	SGR	4	145	-	-	-	-	-	-	-	-	-	145
Tunnels Bridges & Terminals	B03	CB03-228 - REPLACE HVAC SYS AT NJ ADMIN. BLDG.	SGR	4	723	1,898	3,639	-	-	-	-	-	-	-	6,260
Tunnels Bridges & Terminals	B03	CB03-229 - REHABILITATION OF 39TH ST UNDERPASS	SGR	P	-	301	647	1,340	723	-	-	-	-	-	3,012
Tunnels Bridges & Terminals	B03	CB03-230 - Rehabilitation of Drain Rings and Repairs to Undersid	SGR	3	186	3,321	3,481	1,770	-	-	-	-	-	-	8,758
Tunnels Bridges & Terminals	B03	CB03-231 - REPLACE VENTILATION LOUVERS IN NY VENTILATIC	SGR	3	419	765	4,382	5,058	1,691	-	-	-	-	-	12,314
Tunnels Bridges & Terminals	B03	CB03-233 - LINCOLN TUNNEL INSTALLATION OF BACKFLOW PRE	MAND	4	1,292	759	-	-	-	-	-	-	-	-	2,051
Tunnels Bridges & Terminals	B03	CB03-235 - UPGRADE CCTV SURVEILLANCE EQUIPMENT	SEC	4	1,553	-	-	-	-	-	-	-	-	-	1,553
Tunnels Bridges & Terminals	B03	CB03-237 - LT-Helix Fencing/Upgrade CCTV Surveillance Equipm	SEC	P	-	501	1,976	3,946	4,192	-	-	-	-	-	10,616
Tunnels Bridges & Terminals	B03	CB03-241 - CHWP - REHABILITATION OF GALVIN PLAZA APPRO	SGR	P	-	-	-	-	200	4,600	900	1,300	2,500	-	9,300
Tunnels Bridges & Terminals	B03	CB03-242 - CHWP - TRAFFIC SAFETY IMPROVEMENTS	SGR	4	40	-	-	-	-	-	-	-	-	-	40
Tunnels Bridges & Terminals	B03	CB03-243 - CHWP - REPLACE BUS RAMP HEATING SYSTEM EXP	SGR	4	437	359	-	-	-	-	-	-	-	-	796
Tunnels Bridges & Terminals	B03	CB03-244 - REPAVING OF CENTER TUNNEL	SGR	P	-	307	447	1,372	3,880	-	-	-	-	-	6,006
Tunnels Bridges & Terminals	B03	CB03-245 - Deck Replacement of the NY Expressway bwn W315	SGR	2	292	1,020	907	1,541	3,829	4,421	4,079	810	-	-	16,900
Tunnels Bridges & Terminals	B03	CB03-248 - CHWP - INSTALLATION AND REHABILITATION OF R	SGR	P	-	220	298	358	1,124	-	-	-	-	-	2,000

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Tunnels Bridges & Terminals	803	CB03-249 - CHWP - NY PRIORITY REPAIRS ON BUS RAMPS	SGR	4	15										15
Tunnels Bridges & Terminals	803	CB03-252 - LT ACCESS CONTROL SYSTEM ENHANCEMENT	SEC	3	321	938	2,772	3,456							7,487
Tunnels Bridges & Terminals	803	CB03-253 - UPGRADE LIFE SAFETY MONITORING SYSTEM	SGR	2	170	418	1,073	1,793							3,454
Tunnels Bridges & Terminals	803	CB03-254 - REPLACEMENT OF HELIX POST-PLANNING AND CON	SGR	P											
Tunnels Bridges & Terminals	803	CB03-258 - REPLACEMENT OF NEW JERSEY FEEDERS-SOUTH TL	SGR	3		1,562	4,439						16,791	99,993	116,284
Tunnels Bridges & Terminals	803	CB03-259 - PRIORITY STRUCTURAL REHABILITATION	SGR	P									396	1,852	2,489
Tunnels Bridges & Terminals	803	CB03-260 - PAVEMENT REHABILITATION PROGRAM	SGR	P					3,359	3,491	2,337				10,000
Tunnels Bridges & Terminals	803	CB03-261 - WATERSIDE BUFFER ZONE PROTECTION	SEC	P		202	822	1,034							2,057
Tunnels Bridges & Terminals	803	CB03-262 - TOLL COLLECTION SYSTEM REPLACEMENT	SGR	4	3,783	2,810	1,520	10,552	3,141	3,278					24,383
Tunnels Bridges & Terminals	803	CB03-263 - T8MT INTEROPERABILITY RADIO COMMUNICATION	SEC	P		302	1,193	1,592	2,505	1,571					7,074
Tunnels Bridges & Terminals	803	CB03-265 - UPGRADE & REHABILITATION OF DATA ROOMS	SEP	P											
Tunnels Bridges & Terminals	803	CB03-266 - PUBLIC SAFETY 800 MHZ EDACS SIMULCAST TRUNK	SEC	P		75	1,465								1,539
Tunnels Bridges & Terminals	803	CB03-280 - ROUTE 1897 NEW ROAD INFRASTRUCTURE	SGR	P		164,000	200,000	210,000	250,000	235,000					1,069,000
Tunnels Bridges & Terminals	803	CB03-280 - ROUTE 1897 NEW ROAD INFRASTRUCTURE	SGR	P		5,000	18,000		25,000	28,000					76,000
Tunnels Bridges & Terminals	803	CB03-280 - ROUTE 7 WITTPENN BRIDGE INFRASTRUCTURE	SGR	P		174,000	135,000	156,000	90,000						635,000
803 Total					39,967	402,606	429,129	454,527	437,936	383,227	21,943	20,113	36,202	129,906	2,356,556
Tunnels Bridges & Terminals	804	CB04-014 - CHWP - GWP-CAPITAL MAJOR WORK OUTER YEARS	SGR	P	433	200	1,667	1,667	1,667	1,667	1,667	1,667	1,667	2,300	14,802
Tunnels Bridges & Terminals	804	CB04-132 - REHAB OF STRUCTURAL STEEL REMOVAL OF LEAD	SGR	2	119	1,927	2,434	4,241	4,162	8,067	8,252	8,056	18,447	21,244	76,949
Tunnels Bridges & Terminals	804	CB04-133 - Rehab of Structural Steel & RECOAT BUS TURNAROU	SGR	1	361	930	3,175	2,630	2,781	2,268					12,139
Tunnels Bridges & Terminals	804	CB04-161 - PIP TO LOWER LEVEL CONNECTOR RAMP	SEP	2									930	3,090	4,020
Tunnels Bridges & Terminals	804	CB04-165 - LEAD REMOVAL/RECOATING NY/NJ ANCHORAGE	SGR	4	571										571
Tunnels Bridges & Terminals	804	CB04-193 - CHWP - NY ANCHORAGE ACCESS STAIR AND CATW	SGR	4	114	230	843	452							1,659
Tunnels Bridges & Terminals	804	CB04-207 - SUSPENDER ROPE REPLACEMENT AND MAIN CABLE	SGR	1	1,485	3,755	7,024								12,264
Tunnels Bridges & Terminals	804	CB04-219 - REHAB NJAB HVAC SYSTEM	SGR	2	807	633	765	4,625	4,800						11,830
Tunnels Bridges & Terminals	804	CB04-221 - RECOAT RAMP U/L122 & U/L195 RAMPS 3&4	SGR	4	1,134				308	791	1,651	1,033			1,134
Tunnels Bridges & Terminals	804	CB04-222 - RECOAT NORTH & SOUTH BUS PARKING BRIDGE	SGR	P				219	346	994	1,049				4,002
Tunnels Bridges & Terminals	804	CB04-223 - STRUCTURAL STEEL REHABILITATION AND RECOAT	SGR	P			246	346	994	2,365	1,049				5,001
Tunnels Bridges & Terminals	804	CB04-224 - STRUCTURAL STEEL REHABILITATION AND RECOAT	SGR	P			250	350	1,000	2,400	1,000				5,000
Tunnels Bridges & Terminals	804	CB04-228 - REHABILITATION OF MAIN SPAN FIRE STANDPIPE S	SGR	3	442	1,395	3,687	3,910	4,749						14,202
Tunnels Bridges & Terminals	804	CB04-229 - REPLACEMENT OF LIGHTING ALONG RUX RAMPS	SGR	P						93	126	1,155	638		2,012
Tunnels Bridges & Terminals	804	CB04-241 - NJ/NY HIGH TENSION ELECT SWITCHGEAR REH	SGR	1	308	790	3,331	4,565	5,193						
Tunnels Bridges & Terminals	804	CB04-252 - NJ ANCHORAGE - DRAINAGE REHAB.	SGR	P		214	1,011	1,488	1,796	2,110	2,137				8,756
Tunnels Bridges & Terminals	804	CB04-258 - FORT LEE STREET IMPROVEMENTS	SGR	4	658	2,179									2,837
Tunnels Bridges & Terminals	804	CB04-260 - TOLL COLLECTION SYSTEM REPLACEMENT	SGR	4	(5,260)	5,968	15,366	12,193	7,412	5,770					41,449
Tunnels Bridges & Terminals	804	CB04-261 - REHAB. OF UPPER LEVEL SPAN OVER NJ ANCHORAG	SGR	2	682	1,012	2,377	6,672	6,025	8,359					25,127
Tunnels Bridges & Terminals	804	CB04-262 - REPLACEMENT OF IMPACT ATTENUATORS GUIDE RZ	SGR	3	360	1,213	4,961	6,340							12,874
Tunnels Bridges & Terminals	804	CB04-263 - TRANS MANHATTAN EXPRESSWAY REHABILITATION	SGR	P					246	556	1,705	5,477	9,226	9,961	27,671
Tunnels Bridges & Terminals	804	CB04-270 - MAIN SPAN UPPER LEVEL STRUCTURAL STEEL REHA	SGR	4	20,245	26,413	28,531	36,011	26,734						137,935
Tunnels Bridges & Terminals	804	CB04-272 - REHAB OF NY/NJ ANCHOR MAIN CABLE STRANDS	SGR	2	448	911	2,532	4,249	7,347	8,760	11,279				35,527
Tunnels Bridges & Terminals	804	CB04-276 - REHABILITATION 178TH & 179TH STREET RAMP DI	SGR	2	689	1,043	1,721	9,524	10,239	19,912	17,895	18,424	31,333	31,583	144,364
Tunnels Bridges & Terminals	804	CB04-285 - REHABILITATION OF THE PIP HELIX	SGR	1	529	1,016	1,436	1,084	7,073	9,404	10,077	9,220			39,849

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Tunnels Bridges & Terminals	B04	CB04-285 - NY RAMP HRI & H2 - STRUCTURAL STEEL REHAB	SGR	4	469	2,177	2,297	1,446	-	-	-	-	-	-	6,388
Tunnels Bridges & Terminals	B04	CB04-287 - GWB - PRIORITY STEEL AND CONCRETE REHABILITATION	SGR	4	3,532	3,804	3,007	3,002	-	-	-	-	-	-	13,345
Tunnels Bridges & Terminals	B04	CB04-288 - REHABILITATION OF MEDIAN BARRIERS & TRAFFIC S	SGR	3	234	781	1,576	5,239	6,711	-	-	-	-	-	15,050
Tunnels Bridges & Terminals	B04	CB04-293 - UPPER LEVEL DRAINAGE IMPROVEMENTS	SEC	4	829	-	-	-	-	-	-	-	-	-	829
Tunnels Bridges & Terminals	B04	CB04-296 - LLWB-MAIN SPAN & TME LLEB/WB ROADWAYS - PA	SGR	4	3,692	354	-	-	-	-	-	-	-	-	4,046
Tunnels Bridges & Terminals	B04	CB04-297 - Upper Level Westbound Departure Roadway and Rm	SGR	4	1,519	1,737	-	-	-	-	-	-	-	-	3,276
Tunnels Bridges & Terminals	B04	CB04-298 - ULEB APPROACH & PIP HELIX-PAVEMENT REPLAC	SGR	4	1,918	656	-	-	-	-	-	-	-	-	2,574
Tunnels Bridges & Terminals	B04	CB04-300 - LLEB MAIN SPAN, LLEB APPROACH & RAMP - PAV	SGR	4	-	-	-	231	1,546	4,100	2,470	-	-	-	8,347
Tunnels Bridges & Terminals	B04	CB04-301 - PIP NORTHBOUND & SOUTHBOUND-REHABILITATIO	SGR	4	-	-	949	1,267	-	-	-	-	-	-	2,276
Tunnels Bridges & Terminals	B04	CB04-302 - REHABILITATION OF HUDSON RAMP PAVEMENTS	SGR	4	-	300	2,938	3,339	-	-	-	-	-	-	6,578
Tunnels Bridges & Terminals	B04	CB04-305 - NJ ADMINISTRATION BUILDING WINDOW REPLAC	SGR	3	165	278	1,367	1,082	-	-	-	-	-	-	2,980
Tunnels Bridges & Terminals	B04	CB04-306 - CHWP - REPLACEMENT OF PASSENGER ELEVATOR A	MAND	3	142	399	982	1,069	-	-	-	-	-	-	2,593
Tunnels Bridges & Terminals	B04	CB04-307 - CHWP - REPLACEMENT OF DECK JOINTS AT CENTE	SGR	4	1,423	873	-	-	-	-	-	-	-	-	2,296
Tunnels Bridges & Terminals	B04	CB04-310 - CHILLER REPLACEMENT AT TOLL HOUSES	SGR	4	-	-	-	-	-	-	325	700	764	1,474	3,264
Tunnels Bridges & Terminals	B04	CB04-311 - REHABILITATION OF THE BUS RAMP DECKS AND BU	SGR	4	-	318	521	547	2,216	4,982	9,154	11,953	10,974	-	40,005
Tunnels Bridges & Terminals	B04	CB04-312 - UPGRADE/REPLACE ITS SIGNS AND FIELD DEVICES	SGR	4	-	93	444	925	1,562	8,888	21,366	15,380	21,491	13,208	63,259
Tunnels Bridges & Terminals	B04	CB04-313 - REHABILITATION OF THE OVERPASSES	SGR	4	2,083	368	-	-	-	-	-	-	-	-	2,449
Tunnels Bridges & Terminals	B04	CB04-315 - REHABILITATION OF UPPER LEVEL, LOWER LEVEL A	SGR	3	179	383	1,018	2,533	1,111	-	-	-	-	-	5,225
Tunnels Bridges & Terminals	B04	CB04-316 - CHWP - REPLACE SCUPPERS, DOWN SPOUTS AND D	SGR	4	-	1,389	1,178	1,104	-	-	-	-	-	-	3,650
Tunnels Bridges & Terminals	B04	CB04-317 - GWB-REHABILITATION OF CENTER AVE BRIDGE AN	SGR	1	239	1,531	2,136	3,363	7,591	15,630	15,785	-	-	-	46,774
Tunnels Bridges & Terminals	B04	CB04-318 - GWB ACCESS CONTROL SYSTEM ENHANCEMENT	SEC	3	546	1,801	6,441	6,261	-	-	-	-	-	-	15,051
Tunnels Bridges & Terminals	B04	CB04-319 - SUSP. ROPE REPLACEMENT & MAIN CABLE REHAB (I	SGR	4	-	-	-	6,635	15,205	61,721	99,013	100,555	120,922	127,659	531,710
Tunnels Bridges & Terminals	B04	CB04-323 - REHAB. OF NJ BUILDINGS & MISC. STRUCTURES	SGR	3	449	1,541	2,323	544	-	-	-	-	-	-	4,857
Tunnels Bridges & Terminals	B04	CB04-324 - REPLACEMENT OF TELEPHONE SYSTEM	SGR	4	-	-	225	712	1,618	945	-	-	-	-	3,500
Tunnels Bridges & Terminals	B04	CB04-325 - UPGRADE EMERGENCY POWER FEED	SGR	4	-	106	335	1,096	1,463	-	-	-	-	-	3,000
Tunnels Bridges & Terminals	B04	CB04-329 - REHABILITATION OF THE OVERPASSES - PHASE II	SGR	4	-	-	-	-	-	-	-	346	742	16,856	17,944
Tunnels Bridges & Terminals	B04	CB04-331 - LLWB-MAIN SPAN & TME LLEB/WB ROADWAYS - PA	SGR	4	-	-	-	-	-	-	-	-	-	-	4,100
Tunnels Bridges & Terminals	B04	CB04-332 - REHAB. OF ROADWAY DECK OVER EMERGENCY GAR	SGR	4	-	91	364	555	2,077	5,300	4,042	-	-	-	12,432
Tunnels Bridges & Terminals	B04	CB04-333 - FACILITY STEEL AND CONCRETE REHABILITATION	SGR	1	502	1,160	3,467	4,575	-	-	-	-	-	-	9,703
Tunnels Bridges & Terminals	B04	CB04-334 - REHABILITATION OF HR RAMP COMPLEX - PHASE I	SGR	4	-	-	-	-	-	246	492	1,523	4,810	4,802	11,974
Tunnels Bridges & Terminals	B04	CB04-335 - REHAB. OF THE ELECTRICAL SYSTEM INCLUDING LI	SGR	4	-	-	246	524	1,479	2,923	4,075	4,110	4,914	8,183	26,451
Tunnels Bridges & Terminals	B04	CB04-336 - REHABILITATION OF THE OVERPASSES - PHASE I	SGR	4	-	-	246	492	492	492	1,602	10,919	11,183	11,671	37,000
Tunnels Bridges & Terminals	B04	CB04-338 - NJ LIGHTING FEEDERS REPLACEMENT	SGR	4	-	246	492	1,223	2,530	4,962	-	-	-	-	9,451
Tunnels Bridges & Terminals	B04	CB04-339 - BRIDGE TOWER TRANSFORMERS REPLACEMENT	SGR	4	-	-	-	91	374	1,188	1,467	-	-	-	3,121
Tunnels Bridges & Terminals	B04	CB04-340 - REHABILITATION OF LOWER NY TOWER	SGR	4	-	-	-	310	593	1,043	5,074	7,915	-	-	14,934
Tunnels Bridges & Terminals	B04	CB04-343 - REHABILITATION OF NJ ANCHORAGE PUMP ROOM	SGR	4	-	91	246	653	-	-	-	-	-	-	991
Tunnels Bridges & Terminals	B04	CB04-344 - UPPER LEVEL WESTBOUND DEPARTURE ROADWAY	SGR	4	-	-	-	-	-	-	-	-	-	-	657
Tunnels Bridges & Terminals	B04	CB04-345 - ULEB APPROACH & PIP HELIX-PAVEMENT REPLAC	SGR	4	-	-	-	-	-	-	-	-	-	-	502
Tunnels Bridges & Terminals	B04	CB04-349 - GWB NJ ACCESS IMPROVEMENT PROGRAM	SEP	4	-	1,011	4,157	8,037	8,348	6,502	-	-	-	-	30,055
Tunnels Bridges & Terminals	B04	CB04-350 - SITE PREPARATION FOR TRUCK INSPECTION LOT	SEC	4	-	202	601	1,190	3,022	4,986	973	-	-	-	10,974
Tunnels Bridges & Terminals	B04	CB04-351 - ACCESS RAMP BARRIER UPGRADES	SEC	4	-	202	806	1,997	1,993	1,003	-	-	-	-	6,002

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Tunnels Bridges & Terminals	804	CE04-354 - NTCS - AET COMPONENT	SEP	2	3,769	644	747	768	31,598	-	-	-	-	41,545
Tunnels Bridges & Terminals	804	CE04-356 - UPGRADE & REHABILITATION OF DATA ROOMS	SEP	P	-	-	-	-	1,500	1,500	-	-	-	3,750
Tunnels Bridges & Terminals	804	CE04-357 - PUBLIC SAFETY 800 MHZ EDACS SIMULCAST TRUNK	SEP	P	-	81	1,465	-	-	-	-	-	-	1,546
804 Total					45,813	72,632	121,936	161,900	232,533	224,177	197,773	241,419	256,416	1,711,837
Tunnels Bridges & Terminals	806	CE06-001 - CHWP - BB - CAPITAL MAJOR WORK OUTER YEARS	SGR	P	100	1,000	1,000	1,667	1,667	1,667	1,667	1,667	1,667	6,664
Tunnels Bridges & Terminals	806	CE06-038 - REHAB OF STRUCTURAL STEEL - REMOVAL OF LEAD	SGR	2	913	1,941	3,200	-	-	-	-	-	-	280
Tunnels Bridges & Terminals	806	CE06-073 - FIRE STANDPIPE REHABILITATION	SGR	3	280	-	-	-	-	-	-	-	-	417
Tunnels Bridges & Terminals	806	CE06-087 - BB - NAVIGATIONAL CLEARANCE LIMITATIONS	SEP	2	4,920	9,830	10,321	7,085	-	-	-	-	-	32,156
Tunnels Bridges & Terminals	806	CE06-094 - CHWP - INSTALLATION OF BACKFLOW PREVENTERS	MAND	4	189	218	-	-	-	-	-	-	-	417
Tunnels Bridges & Terminals	806	CE06-097 - CHWP - INSTALLATION AND REHABILITATION OF RI	SGR	4	307	-	-	-	-	-	-	-	-	307
Tunnels Bridges & Terminals	806	CE06-100 - CCTV CAMERA SYSTEM REPLACEMENT	SEC	3	164	230	1,383	2,144	-	-	-	-	-	3,920
Tunnels Bridges & Terminals	806	CE06-102 - NAVIGATIONAL CLEARANCE LIMITATIONS (POST-PC)	SEP	P	-	-	-	56,625	277,425	314,736	264,584	81,967	-	1,246,332
Tunnels Bridges & Terminals	806	CE06-103 - CHWP BB-HAZMAT SHEDS REPLACEMENT	MAND	3	160	593	465	-	-	-	-	-	-	1,218
Tunnels Bridges & Terminals	806	CE06-108 - TOLLHOUSE ROOF REPLACEMENT	SGR	P	-	199	601	1,199	-	-	-	-	-	1,999
Tunnels Bridges & Terminals	806	CE06-113 - TOLL COLLECTION SYSTEM REPLACEMENT	SGR	4	1,041	862	3,023	614	1,105	-	-	-	-	7,758
Tunnels Bridges & Terminals	806	CE06-114 - CHWP - INSTALLATION OF VARIABLE SPEED LIMIT	SEP	3	50	108	108	-	-	-	-	-	-	266
Tunnels Bridges & Terminals	806	CE06-115 - CHWP - REPLACEMENT OF ROOFING MEMBRANE AT	SGR	P	-	251	1,074	-	-	-	-	-	-	1,325
806 Total				8,134	15,232	21,174	109,334	213,768	280,206	316,403	266,251	83,634	1,667	1,315,802
Tunnels Bridges & Terminals	807	CE07-002 - CHWP - GB-CAPITAL MAJOR WORK OUTER YEARS	SGR	P	200	1,102	1,667	1,667	1,667	1,667	1,667	1,667	1,667	14,638
Tunnels Bridges & Terminals	807	CE07-093 - REHAB AHU/REPL FIRE ALARM SYSTEM	SGR	4	3,046	-	-	-	-	-	-	-	-	3,046
Tunnels Bridges & Terminals	807	CE07-103 - GOETHALS BRIDGE MODERNIZATION	SGR	2	11,963	-	-	-	-	-	-	-	-	11,963
Tunnels Bridges & Terminals	807	CE07-108 - REHABILITATION OF ADMIN BLDG CURTAIN WALL	SGR	4	1,519	3,678	2,005	-	-	-	-	-	-	7,222
Tunnels Bridges & Terminals	807	CE07-114 - FIRE STANDPIPE REHABILITATION	SGR	3	645	-	-	-	-	-	-	-	-	645
Tunnels Bridges & Terminals	807	CE07-117 - REPLACEMENT OF CONCRETE PAVEMENT TOLL LANE	SGR	P	-	-	500	750	1,750	-	-	-	-	5,000
Tunnels Bridges & Terminals	807	CE07-127 - CHWP - ACCESS CONTROL SYSTEM UPGRADES	SEC	4	737	33	-	-	-	-	-	-	-	770
Tunnels Bridges & Terminals	807	CE07-129 - CHWP - INSTALLATION OF BACKFLOW PREVENTERS	MAND	4	199	230	-	-	-	-	-	-	-	429
Tunnels Bridges & Terminals	807	CE07-131 - CHWP - INSTALLATION AND REHABILITATION OF RI	SGR	4	806	-	-	-	-	-	-	-	-	806
Tunnels Bridges & Terminals	807	CE07-134 - CCTV CAMERA SYSTEM REPLACEMENT	SEC	3	176	230	1,383	2,144	-	-	-	-	-	3,920
Tunnels Bridges & Terminals	807	CE07-136 - REPLACEMENT OF ROOF AT GOETHALS BRIDGE ADJ	SGR	4	209	2,439	-	-	-	-	-	-	-	2,648
Tunnels Bridges & Terminals	807	CE07-137 - GOETHALS BRIDGE MODERNIZATION (POST-PLANN)	SGR	P	-	25,550	49,831	53,342	10,993	11,543	3,754	-	-	176,197
Tunnels Bridges & Terminals	807	CE07-138 - CHWP - GB - HAZMAT SHEDS REPLACEMENT	MAND	3	160	593	465	-	-	-	-	-	-	1,718
Tunnels Bridges & Terminals	807	CE07-139 - GB - PRIORITY STEEL REPAIR	SGR	3	29	465	1,012	824	-	-	-	-	-	2,320
Tunnels Bridges & Terminals	807	CE07-143 - REPLACEMENT OF ADMINISTRATION BUILDING HEA	SGR	P	-	200	495	1,798	1,495	-	-	-	-	4,737
Tunnels Bridges & Terminals	807	CE07-145 - INTERCHANGE RAMPS PROJECT	SEP	P	-	476	2,111	2,643	4,328	60,346	32,531	-	-	105,936
Tunnels Bridges & Terminals	807	CE07-149 - TOLL COLLECTION SYSTEM REPLACEMENT	SGR	4	2,042	1,663	5,980	1,223	2,144	-	-	-	-	14,925
Tunnels Bridges & Terminals	807	CE07-150 - CHWP - INSTALLATION OF VARIABLE SPEED LIMIT	SEP	3	50	108	108	-	-	-	-	-	-	266
Tunnels Bridges & Terminals	807	CE07-152 - PUBLIC SAFETY 800 MHZ EDACS SIMULCAST TRUNK	SEP	P	-	57	1,115	-	-	-	-	-	-	1,172
807 Total				21,780	36,813	66,692	64,390	30,973	22,377	73,556	37,953	1,667	1,667	357,868
Tunnels Bridges & Terminals	808	CE08-001 - CHWP - OBR - OUTER YEARS	SGR	P	100	1,510	1,667	1,667	1,667	1,667	1,667	1,667	1,667	19,946
Tunnels Bridges & Terminals	808	CE08-075 - FIRE STANDPIPE REHABILITATION	SGR	P	-	-	-	-	-	457	2,476	2,606	3,227	8,766
Tunnels Bridges & Terminals	808	CE08-082 - DECK REHABILITATION	SGR	P	-	-	-	-	515	700	999	14,997	20,006	37,717

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Department	Facility	Project Title	Category	Stage	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021-2020
Tunnels Bridges & Terminals	B08	CB08-083 - TOLBOOTH MECHANICAL SYSTEM REHABILITATION	SGR	P	-	499	1,997	2,998	3,145	-	-	-	-	-	8,638
Tunnels Bridges & Terminals	B08	CB08-091 - CHWP - INSTALLATION OF BACKFLOW PREVENTERS	MAND	4	177	199	-	-	-	-	-	-	-	-	376
Tunnels Bridges & Terminals	B08	CB08-093 - CHWP - INSTALLATION AND REHABILITATION OF RI	SGR	4	483	-	-	-	-	-	-	-	-	-	483
Tunnels Bridges & Terminals	B08	CB08-096 - TOLL PLAZA - PAVEMENT REPLACEMENT	SGR	1	47	200	297	506	1,699	1,313	-	-	-	-	4,062
Tunnels Bridges & Terminals	B08	CB08-097 - CCTV CAMERA SYSTEM REPLACEMENT	SEC	3	177	228	1,383	2,144	-	-	-	-	-	-	3,932
Tunnels Bridges & Terminals	B08	CB08-098 - CHWP - O&B - HAZMAT SHEDS REPLACEMENT	MAND	3	155	593	465	-	-	-	-	-	-	-	1,213
Tunnels Bridges & Terminals	B08	CB08-099 - O&B - PRIORITY STEEL REPAIR	SGR	3	77	1,493	4,884	4,971	-	-	-	-	-	-	11,424
Tunnels Bridges & Terminals	B08	CB08-102 - REPLACEMENT OF ROOF AT TOLL BUILDING	SGR	P	-	198	298	501	1,000	999	-	-	-	-	2,997
Tunnels Bridges & Terminals	B08	CB08-103 - REPLACEMENT OF TOLHOUSE BOILERS	SGR	P	-	199	300	750	998	749	-	-	-	-	2,996
Tunnels Bridges & Terminals	B08	CB08-104 - PRIORITY STRUCTURAL REHABILITATION	SGR	P	-	-	-	-	-	499	752	-	-	-	12,250
Tunnels Bridges & Terminals	B08	CB08-107 - PAVEMENT REHABILITATION	SGR	P	-	251	750	2,998	4,997	3,501	2,700	-	-	-	15,196
Tunnels Bridges & Terminals	B08	CB08-109 - MAIN SPAN PIER PROTECTION	SEC	P	-	254	745	2,993	4,995	3,985	-	-	-	-	12,974
Tunnels Bridges & Terminals	B08	CB08-110 - TOLL COLLECTION SYSTEM REPLACEMENT	SGR	4	1,740	1,461	2,055	4,128	1,679	1,910	-	-	-	-	13,012
Tunnels Bridges & Terminals	B08	CB08-111 - CHWP - INSTALLATION OF VARIABLE SPEED LIMIT	SEP	3	50	108	108	-	-	-	-	-	-	-	266
Tunnels Bridges & Terminals	B08	CB08-112 - CHWP - REPLACEMENT OF ROOFING MEMBRANE AT	SGR	1	24	246	1,171	-	-	-	-	-	-	-	1,441
Tunnels Bridges & Terminals	B08 Total				3,030	7,441	16,160	23,655	20,180	14,639	6,023	5,894	24,287	30,902	153,190
Tunnels Bridges & Terminals	B48	CB48-001 - CHWP - GWBBS- OUTER YEARS	SGR	P	100	150	1,667	1,667	1,667	1,667	1,667	1,667	1,667	1,667	13,586
Tunnels Bridges & Terminals	B48	CB48-008 - UPGRADE OF FIRE ALARM SYSTEM	SGR	4	358	25	-	-	-	-	-	-	-	-	384
Tunnels Bridges & Terminals	B48	CB48-008 - CEILING REPLACEMENT OVER TIME	SGR	P	-	-	-	-	-	-	-	-	-	-	-
Tunnels Bridges & Terminals	B48	CB48-056 - GWBBS DEVELOPMENT	RPP	1	9,281	34,304	32,802	3,355	-	-	-	-	-	-	79,741
Tunnels Bridges & Terminals	B48	CB48-060 - STRUCTURAL REHABILITATION OF NORTH & SOUTH	SGR	P	-	182	849	1,773	5,250	-	-	-	-	-	8,054
Tunnels Bridges & Terminals	B48	CB48-061 - INSTALLATION OF BOLLARDS	SEC	P	-	254	1,256	2,999	601	-	-	-	-	-	5,110
Tunnels Bridges & Terminals	B48 Total				9,739	34,916	36,574	9,794	7,518	1,667	2,067	3,167	4,667	6,767	116,875
Tunnels Bridges & Terminals	T06	CT06-018 - CHWP - PART- OUTER YEARS	SGR	P	275	1,000	1,667	1,667	1,767	1,667	1,667	1,667	1,667	1,667	14,911
Tunnels Bridges & Terminals	T06	CT06-059 - REHAB. ENCLOSED PULL THROUGH PLATFORMS	SGR	4	2,474	476	-	-	-	-	-	-	-	-	2,951
Tunnels Bridges & Terminals	T06	CT06-120 - BUILDING AUTOMATED MONITORING & CONTROL S	SGR	4	7,512	7,812	6,422	2,650	-	-	-	-	-	-	24,396
Tunnels Bridges & Terminals	T06	CT06-161 - PART- ADA GATE MODIFICATIONS	MAND	4	277	-	-	-	-	-	-	-	-	-	277
Tunnels Bridges & Terminals	T06	CT06-166 - INSTALL ADD'L SMOKE DETECTOR SYSTEM	MAND	4	2,458	514	-	-	-	-	-	-	-	-	2,972
Tunnels Bridges & Terminals	T06	CT06-181 - REPLUMT OF EXHAUST FANS 19, 70 & 71	SGR	4	1,287	484	-	-	-	-	-	-	-	-	1,772
Tunnels Bridges & Terminals	T06	CT06-195 - SEISMIC RETROFIT	MAND	4	1,481	-	-	-	-	-	-	-	-	-	1,481
Tunnels Bridges & Terminals	T06	CT06-196 - PART- SW THIRD FL. WEARING COURSE REPLACEM	SGR	4	2,598	3,149	-	-	-	-	-	-	-	-	5,747
Tunnels Bridges & Terminals	T06	CT06-199 - REPLACEMENT OF FIRE PUMPS	SGR	3	626	1,276	3,088	4,744	-	-	-	-	-	-	9,735
Tunnels Bridges & Terminals	T06	CT06-200 - INSTALLATION OF FIRE ALARM VOICE EVACUATION	SGR	3	491	699	804	2,638	3,536	3,829	5,674	-	-	-	17,670
Tunnels Bridges & Terminals	T06	CT06-202 - REPLACE PRIMARY ELECTRIC SERVICE PHASE 1	SGR	3	445	1,120	6,852	7,997	2,299	-	-	-	-	-	18,313
Tunnels Bridges & Terminals	T06	CT06-203 - REPLACE SIGNAGE SYSTEM	SGR	P	-	-	526	810	838	3,540	4,201	693	3,343	-	13,952
Tunnels Bridges & Terminals	T06	CT06-212 - REHABILITATION OF HW ESCALATORS	SGR	P	-	-	-	300	600	1,000	2,000	1,000	500	-	5,401
Tunnels Bridges & Terminals	T06	CT06-220 - PUBLIC RESTROOMS	SGR	P	-	-	300	700	2,500	2,500	-	-	-	-	6,001
Tunnels Bridges & Terminals	T06	CT06-222 - PART BOLLARDS (SECURITY PROJECT)	SEC	4	517	-	-	-	-	-	-	-	-	-	517
Tunnels Bridges & Terminals	T06	CT06-230 - SOUTH WING REPLACEMENT OF HVAC UNITS AND P	SGR	3	1,210	4,489	7,984	8,194	8,391	8,762	11,553	-	-	-	50,582
Tunnels Bridges & Terminals	T06	CT06-235 - CONCRETE REHABILITATION	SGR	4	789	-	-	-	-	-	-	-	-	-	789
Tunnels Bridges & Terminals	T06	CT06-236 - AIR RIGHTS DEVELOPMENT	RPP	P	-	994	5,052	21,938	21,938	5,202	-	-	-	-	53,124

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Department	Facility	Project Title	Category	Stage	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021-2020
Tunnels Bridges & Terminals	T06	CT06-239 - PART Internal Structural Security Enhancements	SEC	P	-	200	493	800	3,227	11,267	17,308	14,114	10,601	-	58,011
Tunnels Bridges & Terminals	T06	CT06-243 - CHWP - REPLACEMENT OF MEDCO KEY SYSTEM	SEP	4	339	-	-	-	-	-	-	-	-	-	339
Tunnels Bridges & Terminals	T06	CT06-244 - CHWP - UTILITY CONNECTION TO BAWCS	SEP	4	82	-	-	-	-	-	-	-	-	-	82
Tunnels Bridges & Terminals	T06	CT06-245 - PART CCTV ENHANCEMENTS AND EXPANSION (Repl)	SEC	3	1,190	4,562	60	-	-	-	-	-	-	-	5,813
Tunnels Bridges & Terminals	T06	CT06-246 - PART ACCESS CONTROL SYSTEM ENHANCEMENT	SEC	3	270	784	1,907	2,077	-	-	-	-	-	-	5,039
Tunnels Bridges & Terminals	T06	CT06-247 - CHWP - REHABILITATION OF THE STEAM DISTRIBUTION	SGR	3	280	864	868	-	-	-	-	-	-	-	2,013
Tunnels Bridges & Terminals	T06	CT06-248 - FACADE IMPROVEMENTS - ENTRANCE CANOPIES PA	SGR	4	2,207	-	-	-	-	-	-	-	-	-	2,207
Tunnels Bridges & Terminals	T06	CT06-249 - FACADE IMPROVEMENTS - EXTERIOR SOFFITS & LC	SGR	4	1,850	-	-	-	-	-	-	-	-	-	1,850
Tunnels Bridges & Terminals	T06	CT06-250 - FACADE IMPROVEMENTS - TRUSS PAINTING	SGR	4	6,009	1,220	-	-	-	-	-	-	-	-	7,229
Tunnels Bridges & Terminals	T06	CT06-255 - INTERNAL REVITALIZATION	SEP	P	-	2,000	2,500	2,500	2,500	2,500	3,000	3,000	5,000	5,000	28,000
Tunnels Bridges & Terminals	T06	CT06-257 - RAMP AND HEIGHT MODIFICATIONS	SEP	P	-	-	257	763	908	1,815	2,256	-	-	-	6,000
Tunnels Bridges & Terminals	T06	CT06-259 - NORTH WING SBL - WEARING COURSE REPLACEMENT	SGR	P	-	246	246	1,508	1,005	1,005	-	-	-	-	4,011
Tunnels Bridges & Terminals	T06	CT06-260 - CONCRETE REHABILITATION	SGR	P	-	56	565	3,231	-	-	-	404	5,550	7,262	17,068
Tunnels Bridges & Terminals	T06	CT06-261 - REPLACEMENT OF VENTILATION BUILDING EXHAUS	SGR	P	-	-	-	-	-	714	1,249	1,512	3,427	8,108	15,010
Tunnels Bridges & Terminals	T06	CT06-263 - REPLACEMENT OF STEAM DISTRIBUTION SYSTEM -	SGR	P	-	-	128	356	1,008	2,015	2,015	545	-	-	6,068
Tunnels Bridges & Terminals	T06	CT06-266 - PUBLIC SAFETY 800 MHz EDACS SIMULCAST TRUNK	SEC	P	-	101	1,864	-	-	-	-	-	-	-	1,965
Tunnels Bridges & Terminals	T06 Total				34,667	32,048	41,586	62,674	50,518	45,818	50,925	22,934	30,089	22,037	393,295
Tunnels Bridges & Terminals	T06 Total				187,563	627,245	761,952	933,704	962,613	1,023,867	711,263	567,582	449,081	484,835	6,709,705
Ferries	H02	CH02-006 - HOBOKEN PERMANENT FERRY TERMINAL	SEP	4	9,777	-	-	3,457	2,567	2,696	-	-	-	-	9,777
Ferries	H02	CH02-016 - AIRPORT LANDINGS	SEP	1	-	2,124	3,292	3,457	2,567	2,696	-	-	-	-	14,136
Ferries	H02 Total				9,777	2,124	3,292	3,457	2,567	2,696	-	-	-	-	23,913
Ferries Total					9,777	2,124	3,292	3,457	2,567	2,696	-	-	-	-	23,913
Capital Infrastructure Fund	F92	CF92-001 - Capital Infrastructure Fund	SRP	1	100,000	-	-	-	-	15,000	220,125	220,125	220,125	220,125	995,500
Capital Infrastructure Fund	F92 Total				100,000	-	-	-	-	15,000	220,125	220,125	220,125	220,125	995,500
Interstate Transportation Network Total					\$ 699,914	\$ 982,882	\$ 1,094,644	\$ 1,227,724	\$ 1,286,152	\$ 1,415,104	\$ 1,289,150	\$ 1,063,898	\$ 923,772	\$ 822,417	\$ 10,785,696

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EXHIBIT B

The Port Authority of New York and New Jersey
Interstate Transportation Network (ITN)
Summary of Cash Flows - Actual and Projected Data
(\$ in Millions)

	Actual 2007-2010	Projected Data	
		Financing Alternative	
		Cash Basis 2011-2020	50% Cash 50% Debt 2011-2020
<u>Operations</u>			
Revenues	\$4,188.2	\$20,176.5	\$20,176.5
Operating Expenses	2,995.3	8,687.6	8,687.6
(1) Net Operating Revenues	1,192.9	11,488.9	11,488.9
<u>Capital Paid with Cash</u>			
Capital Paid with Cash	535.6	10,785.7	5,392.8
Less: Grants	(88.9)	(99.1)	(99.1)
(2) Net Capital Paid with Cash	446.6	10,686.6	5,293.7
(3) Cash Balance	746.3	802.3	6,195.2
<u>Debt Service</u>			
Current Interest Payments	947.8	2,322.1	2,322.1
Current Principal Payments	343.4	1,201.3	1,201.3
Debt Service on New Debt	-	-	2,050.8
GB DBFM Payments	-	253.0	253.0
(4) Total Debt Service Payments	1,291.2	3,776.4	5,827.1
<u>Reserve Requirement</u>			
Net Impact to General Reserve Fund	91.1	(120.1)	419.2
(5) ITN Cash flows	<u><u>(\$636.0)</u></u>	<u><u>(\$2,853.9)</u></u>	<u><u>(\$51.1)</u></u>

(1) Net Operating Revenues - defined as revenues from operations less operating expenses.

(2) Net Capital Paid with Cash - defined as the amount of capital expenditures paid from Net Operating Revenues less amounts received from federal and state grants.

(3) Cash Balance - defined as net operating revenues less net capital paid with cash.

(4) GB DBFM Payments - defined as Goethals Bridge Design, Build, Finance and Maintain and reflects availability payments for the Public-Private-Partnership to replace the Goethals Bridge.

(5) ITN Cash Flows - defined as Cash Balance less Total Debt Service Payments less Net Impact to General Reserve Fund.

EXHIBIT C

The Port Authority of New York and New Jersey
Interstate Transportation Network (ITN)
Summary of Cash Flows - 2007 - 2010 Actual Data
(\$ in Millions)

	<u>Actual 2007</u>	<u>Actual 2008</u>	<u>Actual 2009</u>	<u>Actual 2010</u>	<u>Actual 2007 - 2010</u>
<u>Revenues from Operations</u>					
Holland Tunnel	\$87.2	\$115.0	\$120.3	\$125.9	\$448.4
Lincoln Tunnel	117.8	153.5	154.6	152.9	578.9
GWB & Bus Station	326.4	439.0	445.5	435.9	1,646.8
Bayonne Bridge	22.2	28.0	27.4	28.3	105.9
Goethals Bridge	85.3	117.4	120.1	123.3	446.1
Outerbridge Crossing	79.9	105.9	108.4	109.2	403.4
P.A. Bus Terminal	31.8	32.5	33.0	34.4	131.7
Subtotal -Tunnels, Bridges & Terminals	<u>750.6</u>	<u>991.4</u>	<u>1,009.3</u>	<u>1,009.9</u>	<u>3,761.2</u>
PATH	97.0	108.4	103.7	107.2	416.2
Journal Square Transpiration Center	2.4	2.7	2.4	2.5	10.0
Subtotal - PATH	<u>99.4</u>	<u>111.1</u>	<u>106.1</u>	<u>109.7</u>	<u>426.3</u>
Ferry Transportation	0.2	0.2	0.1	0.2	0.7
Access to Regions Core / Capital Infrastructure Fund	-	-	-	-	-
Revenues	850.2	1,102.7	1,115.5	1,119.8	4,188.2
<u>Operating Expenses</u>					
Holland Tunnel	70.5	67.5	68.8	68.7	275.5
Lincoln Tunnel	93.6	87.9	83.9	91.5	357.0
GWB & Bus Station	113.1	108.1	123.3	108.1	452.7
Bayonne Bridge	18.6	22.2	27.4	23.3	91.6
Goethals Bridge	25.2	25.1	22.5	25.5	98.4
Outerbridge Crossing	21.3	23.0	21.5	25.4	91.2
P.A. Bus Terminal	93.5	102.7	89.3	95.2	380.6
Subtotal -Tunnels, Bridges & Terminals	<u>435.8</u>	<u>436.6</u>	<u>436.8</u>	<u>437.8</u>	<u>1,747.0</u>
PATH	258.6	280.6	291.8	287.3	1,118.4
Journal Square Transpiration Center	8.3	9.7	9.0	10.6	37.6
Subtotal - PATH	<u>266.9</u>	<u>290.3</u>	<u>300.9</u>	<u>297.9</u>	<u>1,156.0</u>
Ferry Transportation	5.7	4.5	1.2	1.6	12.9
Access to Regions Core / Capital Infrastructure Fund	-	-	-	79.4	79.4
Operating Expenses	708.4	731.4	738.8	816.6	2,995.3
Net Operating Revenues	141.8	371.3	376.7	303.2	1,192.9
<u>Capital Paid with Cash</u>					
Capital Paid with Cash	55.4	185.7	113.6	180.9	535.6
Less: Grants	(15.2)	(12.1)	(8.9)	(52.8)	(88.9)
Net Capital Paid with Cash	<u>40.1</u>	<u>173.7</u>	<u>104.7</u>	<u>128.1</u>	<u>446.6</u>
Cash Balance	101.7	197.6	271.9	175.1	746.3
<u>Debt Service</u>					
Current Interest Payments	205.2	226.5	246.9	269.2	947.8
Current Principal Payments	87.1	83.4	75.0	98.0	343.4
Debt Service on New Debt	-	-	-	-	-
GB DBFM Payments	-	-	-	-	-
Total Debt Service Payments	<u>292.3</u>	<u>309.9</u>	<u>321.9</u>	<u>367.2</u>	<u>1,291.2</u>
<u>Reserve Requirement</u>					
Net Impact to General Reserve Fund	22.3	26.1	32.5	10.2	91.1
ITN Cash Flows	<u>(\$212.9)</u>	<u>(\$138.4)</u>	<u>(\$82.4)</u>	<u>(\$202.3)</u>	<u>(\$636.0)</u>

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EXHIBIT D

The Port Authority of New York and New Jersey
Interstate Transportation Network (ITN)
Summary of Cash Flows - 2011 - 2020 Projected Data
Financing Alternative - Cash Basis
(\$ in Millions)

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total Projected 2011 - 2020
Revenues from Operations											
Holland Tunnel	\$139.4	\$172.5	\$187.9	\$202.0	\$220.8	\$238.6	\$240.2	\$256.4	\$262.6	\$265.5	\$2,185.8
Lincoln Tunnel	173.4	218.4	240.0	260.5	285.4	309.3	311.3	331.6	340.2	344.5	2,814.6
GW&B & Bus Station	491.0	627.1	697.0	765.1	845.8	923.4	927.8	987.1	1,012.1	1,026.8	8,303.3
Bayonne Bridge	30.8	36.8	41.0	44.9	49.8	54.3	54.5	57.9	59.4	60.3	489.6
Goethals Bridge	125.6	151.7	168.7	184.7	204.5	223.3	224.4	238.3	244.1	247.8	2,013.0
Outerbridge Crossing	119.4	143.5	158.6	172.7	190.6	207.3	208.3	221.9	227.2	230.2	1,879.7
P.A. Bus Terminal	35.2	35.7	38.3	42.0	42.9	43.7	44.6	45.5	46.4	47.3	421.6
Subtotal -Tunnels, Bridges & Terminals	1,114.8	1,385.7	1,531.3	1,671.9	1,839.9	1,999.9	2,011.1	2,138.6	2,191.9	2,222.5	18,107.6
PATH											
Journal Square Transpiration Center	117.4	137.7	157.4	178.4	196.3	216.5	232.2	249.1	265.3	281.6	2,031.8
Subtotal - PATH	3.2	3.3	3.4	3.5	3.4	3.5	3.6	3.7	3.8	3.9	35.1
Ferry Transportation	120.5	141.0	160.8	181.9	199.7	220.0	235.7	252.8	269.1	285.5	2,066.9
Access to Regions Core / Capital Infrastructure Fund	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	2.0
Revenues	-	-	-	-	-	-	-	-	-	-	-
Operating Expenses											
Holland Tunnel	1,235.5	1,526.9	1,692.3	1,854.0	2,039.8	2,220.0	2,247.1	2,391.6	2,461.2	2,508.1	20,176.5
Lincoln Tunnel	76.6	80.5	83.8	85.1	86.7	89.0	91.2	93.5	95.9	98.4	880.7
GW&B & Bus Station	95.8	97.8	102.7	106.5	108.4	111.3	114.0	116.9	119.9	123.1	1,096.4
Bayonne Bridge	117.4	119.8	126.3	127.7	129.5	133.3	136.5	140.3	144.0	148.2	1,323.0
Goethals Bridge	17.8	14.5	15.8	15.4	15.7	16.2	16.6	17.0	17.4	17.9	164.4
Outerbridge Crossing	28.0	30.7	29.3	32.6	33.2	34.2	35.0	36.0	36.9	38.0	334.0
P.A. Bus Terminal	25.9	28.0	27.5	29.2	29.6	30.6	31.3	32.2	33.1	34.2	301.6
Subtotal -Tunnels, Bridges & Terminals	98.7	102.9	106.7	108.6	110.5	113.3	116.1	119.1	122.1	125.1	1,123.0
PATH	460.1	474.2	492.0	505.1	513.7	527.9	540.7	555.0	569.3	585.0	5,223.0
Journal Square Transpiration Center	289.1	300.0	311.2	320.3	327.2	335.1	343.2	351.5	360.0	368.7	3,306.5
Subtotal - PATH	11.1	11.7	12.0	12.6	12.9	13.2	13.6	13.9	14.2	14.6	129.8
Ferry Transportation	300.3	311.7	323.2	333.0	340.1	348.3	356.8	365.4	374.3	383.3	3,436.3
Access to Regions Core / Capital Infrastructure Fund	2.6	4.5	5.2	2.1	2.2	2.2	2.3	2.3	2.4	2.5	28.3
Operating Expenses	-	-	-	-	-	-	-	-	-	-	-
Net Operating Revenues	763.0	790.3	820.4	840.2	856.0	878.4	899.8	922.7	945.9	970.8	8,687.6
	472.6	736.5	871.9	1,013.7	1,183.7	1,341.6	1,347.3	1,468.9	1,515.3	1,537.4	11,488.9

The Port Authority of New York and New Jersey
Interstate Transportation Network (ITN)
Summary of Cash Flows - 2011 - 2020 Projected Data
Financing Alternative - Cash Basis
(\$ in Millions)

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total Projected 2011 - 2020
Net Operating Revenues											
Capital Paid with Cash	472.6	736.5	871.9	1,013.7	1,183.7	1,341.6	1,347.3	1,468.9	1,515.3	1,537.4	11,488.9
Capital Paid with Cash	699.9	982.9	1,094.6	1,227.7	1,266.2	1,415.1	1,289.2	1,063.9	923.8	822.4	10,785.7
Less: Grants	(34.3)	(31.5)	(28.0)	(5.3)	-	-	-	-	-	-	(99.1)
Net Capital Paid with Cash	665.6	951.4	1,066.6	1,222.4	1,266.2	1,415.1	1,289.2	1,063.9	923.8	822.4	10,686.6
Cash Balance	(193.0)	(214.9)	(194.7)	(208.7)	(82.4)	(73.5)	58.1	405.0	591.5	714.9	802.3
Debt Service											
Current Interest Payments	251.1	247.9	244.2	240.6	236.0	231.4	226.6	221.0	214.8	208.5	2,322.1
Current Principal Payments	106.8	105.8	107.8	104.3	113.5	110.3	116.1	139.5	141.3	155.9	1,201.3
Debt Service on New Debt	-	-	-	-	-	-	-	-	-	-	-
GB DBFM Payments	-	-	-	-	-	-	19.0	77.0	78.0	79.0	253.0
Total Debt Service Payments	357.9	353.7	352.0	344.9	349.5	341.6	361.7	437.5	434.1	443.4	3,776.4
Reserve Requirement											
Net Impact to General Reserve Fund	(10.7)	(10.6)	(10.8)	(10.4)	(11.3)	(11.0)	(11.6)	(13.9)	(14.1)	(15.6)	(120.1)
ITN Cash Flows	<u><u>(\$540.3)</u></u>	<u><u>(\$558.0)</u></u>	<u><u>(\$536.0)</u></u>	<u><u>(\$543.1)</u></u>	<u><u>(\$420.6)</u></u>	<u><u>(\$404.1)</u></u>	<u><u>(\$292.0)</u></u>	<u><u>(\$18.6)</u></u>	<u><u>\$171.5</u></u>	<u><u>\$287.1</u></u>	<u><u>(\$2,853.9)</u></u>

EXHIBIT E

The Port Authority of New York and New Jersey
Interstate Transportation Network (ITN)
Summary of Cash Flows - 2011 - 2020 Projected Data
Financing Alternative - 50% Cash / 50% Debt
(\$ in Millions)

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total Projected 2011 - 2020
Revenues from Operations											
Holland Tunnel	\$139.4	\$172.5	\$187.9	\$202.0	\$220.8	\$238.6	\$240.2	\$256.4	\$262.6	\$265.5	\$2,185.8
Lincoln Tunnel	173.4	218.4	240.0	260.5	285.4	309.3	311.3	331.6	340.2	344.5	2,814.6
GWB & Bus Station	491.0	627.1	697.0	765.1	845.8	923.4	927.8	987.1	1,012.1	1,026.8	8,303.3
Bayonne Bridge	30.8	36.8	41.0	44.9	49.8	54.3	54.5	57.9	59.4	60.3	489.6
Goethals Bridge	125.6	151.7	168.7	184.7	204.5	223.3	224.4	238.3	244.1	247.8	2,013.0
Outerbridge Crossing	119.4	143.5	158.6	172.7	190.6	207.3	208.3	221.9	227.2	230.2	1,879.7
P.A. Bus Terminal	35.2	35.7	38.3	42.0	42.9	43.7	44.6	45.5	46.4	47.3	421.6
Subtotal -Tunnels, Bridges & Terminals	1,114.8	1,385.7	1,531.3	1,671.9	1,839.9	1,999.9	2,011.1	2,138.6	2,191.9	2,222.5	18,107.6
PATH											
Journal Square Transpiration Center	117.4	137.7	157.4	178.4	196.3	216.5	232.2	249.1	265.3	281.6	2,031.8
Subtotal - PATH	3.2	3.3	3.4	3.5	3.4	3.5	3.6	3.7	3.8	3.9	35.1
Ferry Transportation	120.5	141.0	160.8	181.9	199.7	220.0	235.7	252.8	269.1	285.5	2,066.9
Access to Regions Core / Capital Infrastructure Fund	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	2.0
	-	-	-	-	-	-	-	-	-	-	-
Revenues	1,235.5	1,526.9	1,692.3	1,854.0	2,039.8	2,220.0	2,247.1	2,391.6	2,461.2	2,508.1	20,176.5
Operating Expenses											
Holland Tunnel	76.6	80.5	83.8	85.1	86.7	89.0	91.2	93.5	95.9	98.4	880.7
Lincoln Tunnel	95.8	97.8	102.7	106.5	108.4	111.3	114.0	116.9	119.9	123.1	1,096.4
GWB & Bus Station	117.4	119.8	126.3	127.7	129.5	133.3	136.5	140.3	144.0	148.2	1,323.0
Bayonne Bridge	17.8	14.5	15.8	15.4	15.7	16.2	16.6	17.0	17.4	17.9	164.4
Goethals Bridge	28.0	30.7	29.3	32.6	33.2	34.2	35.0	36.0	36.9	38.0	334.0
Outerbridge Crossing	25.9	28.0	27.5	29.2	29.6	30.6	31.3	32.2	33.1	34.2	301.6
P.A. Bus Terminal	98.7	102.9	106.7	108.6	110.5	113.3	116.1	119.1	122.1	125.1	1,123.0
Subtotal -Tunnels, Bridges & Terminals	460.1	474.2	492.0	505.1	513.7	527.9	540.7	555.0	569.3	585.0	5,223.0
PATH											
Journal Square Transpiration Center	289.1	300.0	311.2	320.3	327.2	335.1	343.2	351.5	360.0	368.7	3,306.5
Subtotal - PATH	11.1	11.7	12.0	12.6	12.9	13.2	13.6	13.9	14.2	14.6	129.8
Ferry Transportation	300.3	311.7	323.2	333.0	340.1	348.3	356.8	365.4	374.3	383.3	3,436.3
Access to Regions Core / Capital Infrastructure Fund	2.6	4.5	5.2	2.1	2.2	2.2	2.3	2.3	2.4	2.5	28.3
	-	-	-	-	-	-	-	-	-	-	-
Operating Expenses	763.0	790.3	820.4	840.2	856.0	878.4	899.8	922.7	945.9	970.8	8,687.6
Net Operating Revenues	472.6	736.5	871.9	1,013.7	1,183.7	1,341.6	1,347.3	1,468.9	1,515.3	1,537.4	11,488.9

Dated: 10/27/2011

The Port Authority of New York and New Jersey
Interstate Transportation Network (ITN)
Summary of Cash Flows - 2011 - 2020 Projected Data
Financing Alternative - 50% Cash / 50% Debt
(\$ in Millions)

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total Projected 2011 - 2020
Net Operating Revenues	472.6	736.5	871.9	1,013.7	1,183.7	1,341.6	1,347.3	1,468.9	1,515.3	1,537.4	11,488.9
Capital Paid with Cash	350.0	491.4	547.3	613.9	633.1	707.6	644.6	531.9	461.9	411.2	5,392.8
Less: Grants	(34.3)	(31.5)	(28.0)	(5.3)	-	-	-	-	-	-	(99.1)
Net Capital Paid with Cash	315.7	459.9	519.3	608.6	633.1	707.6	644.6	531.9	461.9	411.2	5,293.7
Cash Balance	156.9	276.6	352.6	405.2	550.7	634.1	702.7	936.9	1,053.4	1,126.2	6,195.2
Debt Service											
Current Interest Payments	251.1	247.9	244.2	240.6	236.0	231.4	226.6	221.0	214.8	208.5	2,322.1
Current Principal Payments	106.8	105.8	107.8	104.3	113.5	110.3	116.1	139.5	141.3	155.9	1,201.3
Debt Service on New Debt	23.5	57.2	94.9	138.1	182.9	232.9	278.5	316.1	348.8	377.9	2,050.8
GB DBFM Payments	-	-	-	-	-	-	19.0	77.0	78.0	79.0	253.0
Total Debt Service Payments	381.5	410.8	446.9	483.0	532.4	574.5	640.2	753.6	782.9	821.2	5,827.1
Reserve Requirement											
Net Impact to General Reserve Fund	22.6	37.0	42.6	50.7	52.0	59.7	52.8	39.2	32.1	30.5	419.2
ITN Cash Flows	(\$247.2)	(\$171.3)	(\$136.9)	(\$128.5)	(\$33.7)	(\$0.2)	\$9.7	\$144.1	\$238.4	\$274.4	(\$51.1)

EXHIBIT F

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The Port Authority of New York & New Jersey
Toll & Fare Proposals
Board Meeting
August 19, 2011
New York, New York

JANE ROSE REPORTING
Carol Hammer, Transcriptionist

JANE ROSE REPORTING 1-800-825-3341

The Port Authority of New York & New Jersey
Jane Rose Reporting / 1-800-825-3341 / janerosereporting.com

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A P P E A R A N C E S

THE BOARD OF DIRECTORS of the PORT AUTHORITY

SPEAKERS:

Michael Fabiano, Chief Financial Officer of the
Port Authority

Gary La Barbera, president of the Building and
Construction Trade Council of Greater New
York

Philip Beachem, New Jersey Alliance for Action

Robert Yaro, President of the Regional Plan Association

Richard Anderson, president of the New York
Building Congress

Brad Hoylman, executive vice president and general
counsel, The Partnership for New York City

Margaret Donovan, The Twin Towers Alliance

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A P P E A R A N C E S C O N T ' D

Richard Hughes, The Twin Towers Alliance

Ricardo R. Kalessar, resident of Jersey City, NJ

Michael McGinnis of NAIOP, Commercial Real Estate
Development Association

Erik-Anders Nilsson, Director of Jersey City Peace
Movement

Denise Richardson, Managing Director of the General
Contractors Association of New York

* * *

Commissioner Lynford
Commissioner Pocino
Chairman Samson

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1 P R O C E E D I N G S

2 * * *

3 New York, New York

4 * * *

5 CHAIRMAN SAMSON: The Board Meeting
6 of the Port Authority of New York and New
7 Jersey and its subsidiaries -- subsidiaries is
8 now called to order.

9 The Commissioners met in executive
10 session prior to today's board meeting to
11 discuss matters related to the purchase, sale,
12 or lease of real property or securities where
13 disclosure would affect the value thereof or
14 the public interest.

15 Today's presentation on proposed
16 changes to our toll and fare structure for the
17 Port Authority's vehicular crossings and the
18 PATH system will be presented by our chief
19 financial officer, Michael Fabiano.

20 Mike?

21 MR. FABIANO: Good morning,
22 Commissioners. I appreciate the opportunity
23 to present for your approval the new toll and
24 fare structure for our tunnels, bridges, and
25 PATH system.

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1 But before I begin, I would just like
2 to take a second to thank Jim Mackey
3 [phonetic], who worked closely with me and
4 executive staff of -- in both states in
5 helping to craft this plan. So thank you,
6 Jim.

7 Okay. The historic economic
8 recession has had a dramatic effect on the
9 Port Authority, and we have lost 2.6 billion
10 dollars in net revenue from what was projected
11 when we last set the ten-year capital plan in
12 2007.

13 Since 9/11, our annual capital and
14 security costs have nearly tripled, and we
15 have spent approximately 6 billion dollars in
16 security for our facilities.

17 Finally, we are investing over 11
18 billion dollars to rebuild the World Trade
19 Center site.

20 At the same time, there's a need to
21 overhaul our aging facilities, some of which
22 are over a hundred years old and to build
23 modern facilities for the future needs.

24 We -- we've been -- like everybody
25 else, we've been managing in an economic

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1 downturn. The Port Authority started
2 cost-cutting management measures going back to
3 2004. Since 2004, the agency reduced
4 non-public safety staffing levels by more than
5 700 positions, or approximately 12 percent.

6 In addition, we have delivered three
7 consecutive years of zero-growth operating
8 budgets. To achieve the zero-growth budgets,
9 we restructured functions, we leveraged
10 technologies, and we streamlined business
11 processes and significantly reduced consultant
12 services.

13 But this constrained operating
14 environment also required us to re-prioritize
15 and defer millions of dollars in capital
16 program spending that we had in the pipeline.

17 In order to maintain and grow the
18 critical transportation infrastructure that
19 serves the bi-state region, the toll and fare
20 increases are essential if the Port Authority
21 is to have the financial capabilities
22 necessary to drive this region forward.

23 As you can see, under this proposal,
24 developed in consultation with Governors Cuomo
25 and Christie, and as can be seen on the

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1 screen, car tolls would be raised 1.50 in
2 September and 75 cents each December through
3 2015.

4 Truck tolls would increase 2 dollars
5 per axle in September and again each December
6 until 2015.

7 Cars and trucks not using E-ZPass
8 would pay a penalty of 2 dollars per car and 3
9 dollars per truck axle.

10 We believe this cash penalty will
11 encourage drivers to move to E-ZPass, which,
12 in turn, will reduce congestion on our bridges
13 and tunnels.

14 Finally, PATH fares will increase 25
15 cents in September and again in each October
16 of 2012, '13, and '14.

17 Taken together, these increases,
18 modified from the initial proposal put forward
19 to the Board and public, will assure our
20 continued financial stability, create tens of
21 thousands of jobs, and improve our
22 infrastructure.

23 As you know, we held a record number
24 of public hearings with record turnout at nine
25 locations, including one on line. In

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1 addition, we received comments via mail and
2 our Web site.

3 A public meeting was also added in
4 Staten Island at the request of the Staten
5 Island community.

6 We heard many compelling stories from
7 a broad spectrum of individuals across the
8 region. We heard from those who oppose the
9 plan and we heard from those who support the
10 plan, including over sixty organizations
11 representing business, labor, and
12 environmental groups.

13 Finally, our Governor has provided
14 guidance that we used to reach today's
15 proposal.

16 Again, these increases are imperative
17 if we are to accomplish the much-needed
18 projects to advance the agency's
19 infrastructure and economic growth mission.

20 This toll and fare increase will
21 allow the Port Authority to invest 25.1
22 billion dollars in critical infrastructure
23 projects that will provide an efficient, safe,
24 and secure transportation network for our
25 customers who rely on this agency every day.

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1 This will also allow the agency to
2 access the capital markets while maintaining
3 our strong credit ratings and meeting all of
4 our statutory bond covenants.

5 This capital plan will also benefit
6 the region by generating 131,000 new jobs, 7.6
7 billion dollars in wages, and over 30 billion
8 dollars in sales.

9 At our tunnel and bridge facilities,
10 massive investments are planned to modernize
11 existing vehicular and bus facilities, some
12 over 85 years old, which are presently used by
13 a 120 million vehicles and 3 million bus
14 movements each year.

15 As you can see in the side-by-side
16 photos, one of the key projects supported by
17 the tolls increase is raising the roadway at
18 the Bayonne Bridge, which will accommodate the
19 largest ships expected to call on the port
20 with the opening of the expanded Panama Canal.

21 It is investment in the
22 competitiveness of our ports, as well as the
23 230,000 jobs and 25 billion dollars in sales
24 they generate.

25 Other key tunnel and bridge needs

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1 include replacing the Goethals Bridge,
2 replacing the suspender ropes at the George
3 Washington Bridge, reconstructing the Lincoln
4 Tunnel Helix, and rehabilitating roads, decks,
5 and vital ventilation systems such as those at
6 the Lincoln Tunnel.

7 On the PATH system, PATH is the -- as
8 do most rapid transit systems, operates at a
9 deficit. Unlike other systems, taxes or
10 federal funds do not subsidize PATH.

11 This toll and fare increase will
12 allow us to invest 3 billion dollars to
13 rebuild and add capacity to a system which is
14 over one hundred years old, serves nearly 74
15 million passengers, and is a key transit
16 system linking New Jersey and New York.

17 Here we see a photo of the Exchange
18 Place platform, which has already been
19 extended to accommodate ten cars, and this is
20 an example of what we plan to do at other
21 station platforms along the World Trade
22 Center/Newark line.

23 Other major projects at PATH include
24 completing the new car purchase program, the
25 signal system replacement program, upgrading

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1 and replacing the power systems, and enhancing
2 security systems such as a water management
3 system, new electrical DUP banks, structural
4 improvements, and tunnel erosion protection.

5 At aviation, we will upgrade one of
6 the busiest airport networks in the world,
7 which serve over 100 million passengers,
8 transports more than 2 million tons of cargo,
9 and supports 455,000 jobs in the region
10 annually.

11 Combined, this inter-regional airport
12 system has 285 miles of roadways, runways, and
13 taxiways. The runways and taxiways require
14 regular rehabilitation to ensure FAA
15 compliance.

16 Replacement and rehabilitation of
17 runways and taxiways represent a signif --
18 significant portion of the projects to be
19 undertaken at our airports.

20 Other priority aviation projects
21 include the rehabilitation and overhaul of
22 AirTrain, upgrading utilities and power
23 systems, improving air-side access controls
24 for increased facility security, and
25 installing hardened barriers to protect

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1 terminals and other airport properties.

2 Port Commerce Division. To ensure
3 optimal through-put of goods and to maintain
4 our competitive position among other ports, we
5 need to provide passage for megaships in the
6 future and direct links from docks to rails,
7 to exceed the current 3 million containers
8 that we handle annually.

9 The importance of our ports is
10 evidenced by the handling of over 175 billion
11 dollars in cargo and approximately 31 percent
12 of all East Coast cargo in 2010.

13 Some 4,800 ship calls came in from
14 all over the world. This photo shows an
15 example of our investment in dock-to-rail
16 through the ExpressRail facilities.

17 Other projects that will help
18 maintain the port's competitiveness include
19 terminal redevelopment, replacement and
20 rehabilitation of piers, berths, and wharfs,
21 expanding and enhancing capacity on roadways,
22 and ensuring only authorized individuals can
23 access secure areas of the port.

24 And, finally, the World Trade Center.
25 We are going to complete the rebuilding of the

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1 World Trade Center site, including a secure,
2 state-of-the-art office and retail complex, a
3 multi-connection transportation hub for
4 commuters, infrastructure for the 9/11
5 memorial, the vehicle security center, and all
6 the remaining site infrastructure.

7 Commissioners, we recognize the
8 difficulty of deciding to raise tolls and
9 fares at this time. However, it is required
10 to meet critical facility needs now as well as
11 into the future.

12 The region depends on the Port
13 Authority for moving goods and people safely
14 and reliably.

15 Over the next four years, the Port
16 Authority needs to fund approximately 15
17 billion dollars in capital spending. Over the
18 next ten years, 131,000 new jobs will be
19 created, 7.6 billion dollars in wages will be
20 generated, and over 30 billion dollars in
21 sales will be created by our capital
22 investments.

23 Commissioners, I request your
24 approval of these items. Thank you.

25 CHAIRMAN SAMSON: Thank you, Mike.